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Vol. CCII, No. 2630
JULY 1, 1950

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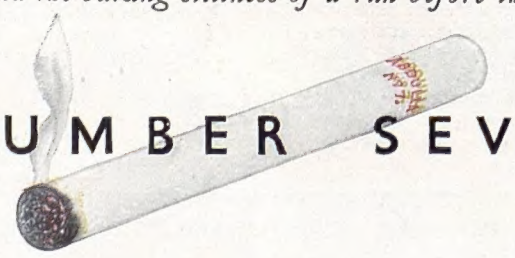

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Volume CCII No. 2630 THE SPHERE, London, July 1, 1950

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

BRITAIN'S SECRET NEW FIGHTER MAKES ITS FIRST APPEARANCE IN LONDON: THE HAWKER P 1081 AT LONDON AIRPORT BEFORE TAKING OFF FOR BELGIUM TO TAKE PART IN THE BRUSSELS INTERNATIONAL AIR SHOW LAST WEEK-END. This new jet fighter—a development of the Hawker P 1052—only made its initial flight a few days before its departure for the Continent

The P 1081 is the world's fastest night fighter, and Britain's latest "secret" jet. It made its initial flight on Monday of last week. Towards the end of the same week it was flown from the Royal Aircraft Establishment's airfield at Farnborough, in Hampshire, to London Airport, en route for Brussels. The aircraft is beautifully streamlined: it is powered with a single Rolls-Royce Nene jet, and has a tricycle undercarriage. On arrival at London Airport (for Customs clearance before leaving for the Continent), Squadron Leader T. S. Wade, chief test pilot of Hawker's, gave a brilliant exhibition of aerobatics to demonstrate the fighter's high performance and excellent handling qualities. Much of the aircraft's construction and performance is still secret, but it has been estimated that on her flight over London the plane flew at a speed well in excess of 650 m.p.h. Further pictures of the P 1081 are given on page 3 of this issue.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Sir Brian Robertson.—The British High Commissioner, General Robertson, has retired from Germany. In West Berlin the City Council called a session in his honour to bid him good-bye. His years of labour in Berlin must have worn out in mind and body a man less patient, less dogged, less disciplined. He came as a conqueror, just and merciful, foreseeing many difficult problems of resettlement and reconstruction. Daunting enough; but it is safe to say that the half of his difficulties were not even imagined. If he had known all that he would have to endure, I doubt if he would have felt himself fit for the task. I am inclined to think that the conquests of the years of occupation are not less wonderful than the military conquests which sent him to Berlin. His tact, patience and perseverance in the face of inconceivable obstacles, insults and difficulties, utterly unforeseen, deserve fullest recognition and understanding in England. We are told, as an example of his doggedness, that he managed to master the German language during his constant preoccupation with crises. He did a bigger job than that in linguistics. He managed to teach a very large and a very unhopeful section of Berliners to "speak English." And considering the time, the circumstances and all the obstacles, that is a very notable achievement. The representative of a conquering Power came in as a dictator and went out as a faithful friend. And that, by and large, is the English way.

Antique Dealers' Fair.—A late salute to a delightful fixture. I had to postpone until the end my annual visit. There are few London shows which I enjoy more. There may be opportunities for picking up works of art more cheaply; I don't know. But I do know there are few opportunities of picking up knowledge, courtesy and the sight of beautiful things more pleasantly. Every year those who represent the stall-holders attract me more by their charm and manners. They never press one to buy. They answer the least likely buyer's questions with good will. Every year the girl representatives seem prettier, better-mannered, and more knowledgeable, and the men more instructive and uncommercial. The Fair is a liberal education in the fine arts and, whatever be your collecting hobby or artistic interest, you can pick up more useful knowledge about it at that Fair than anywhere else I know. What a wealth of beautiful objects of our native crafts we still possess in England, in silverware, sporting pictures, furniture, china, bookbinding, flower paintings and a score more of delights; and how noticeably every year our knowledge of their history develops by the exchanges between the dealers and the public. Long may the Fair prosper!

Windsor Memoirs.—As I read the excerpts from the Windsor Memoirs, given us Sunday by Sunday, I tell myself never to judge a book by selected extracts. Nevertheless, there is enough to confirm my opinion that the full narrative will not alter by a jot the views and judgment long since in print of King George V's relations with his eldest son; and there is enough in the excerpts to show that influences have been at work on the Duke in the years which have followed the abdication, to make him alter some of the opinions he then forcibly expressed—notably his opinion of Stanley Baldwin. *Then* he was in no doubt of Baldwin's worth (to him) as friend and counsellor. *Now*, there are clear indications of second thoughts and revised judgments and it seems that he will join the hunt in denigrating a man who, if, as Premier, he is a fairly easy target for a generation not notable for memory or a sense of the past, yet handled one crisis in our history to the admiration of the world and, above all, of the actor chiefly concerned. No; if one could judge a book by excerpts, I should be inclined to think that if it was written for money, it is a pity it was written; and if written for self-justification or historical accuracy, it is not likely to become an accepted authority for future historians. But from a literary point of view, the memoir is quite well written, a feather in somebody's cap, someone with an American accent. I have a feeling that Queen Mary would be as unlikely to use the expression "going around" as (say) "going places."

A TWELFTH-CENTURY CAMBRIDGE SHRINE—AN APPEAL HAS BEEN LAUNCHED FOR FUNDS TOWARDS THE COST OF REPAIRING THE ROUND CHURCH, WHICH IS ESTIMATED TO AMOUNT TO OVER £5,000: This beautiful church, dedicated to the Holy Sepulchre, was built 800 years ago by the Knights Templar as a place of prayer for those engaged in the Crusades. It is now one of the parish churches of Cambridge; but the parish is small, and there are no endowments to meet expenses. Urgent work is needed to preserve the fabric, particularly the roof, where the stone tiles are beyond repair. Also the stonework of the exterior is weathering badly and requires attention. In supporting the appeal, the Bishop of Ely says: "... There are only four Templars churches in England, and, as the Temple church in London has been damaged, it is all the more important that we should do everything we can to preserve one of our finest architectural treasures"

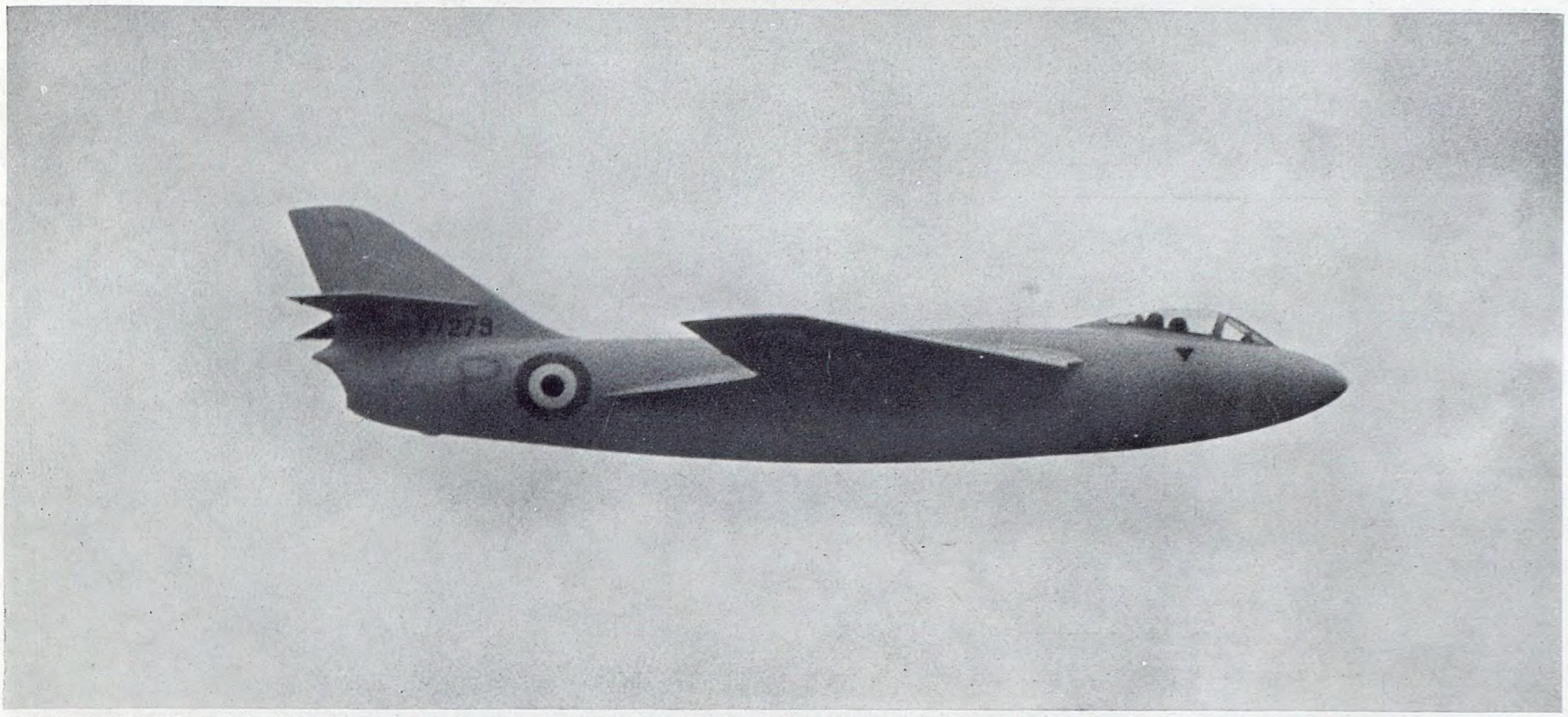
Slow Progress of Democracy.—Our democracy is the pride of and pattern for civilisation. We talk an awful lot about it. We are all equal in the sight of God *and* man, and have *done* with those nasty class distinctions. But a visitor from Mars might not think so, if he studied the most responsible British newspapers. In a very long list of guests at the Wallace Collection reception, of 200 or more names listed, two only were without a title of some kind. Is it possible that *all* those men and women most representative of, and influential in, the world of art have already been recognised with a title of some sort? Is a knighthood an *absolute* guarantee of pre-eminence in *some* sphere—even in these days of purity? Is an hereditary title still a just claim to public interest and (*ergo*) newspaper publicity? It seems so. Still in 1950 the birthday of an obscure younger son of an obscure Irish Viscount is "news" in that old *Morning Post* feature; still, you will be reported as attending the funeral or memorial service of your nearest and dearest, only if you can qualify with a title. Still the "eldest son" mentality is widely observable in various walks of life. It 's a trifle, a cause for a chuckle; but not, I think, for a sweeping condemnation or a charge of hypocrisy. Still, as of old, still after the great revolutions of the wars and of the 1945 Election, a substantial proportion of the nation are rooted to tradition and "love a lord" in the old English way. No tax yet on loving our old nobility in our new democracy.

Q.S. Depressions.—Four times a year and often more it is my duty to sit at Quarter Sessions and take some part in the polishing-off of cases for trial. These sessions do not make for optimism. There are too many irreclaimables placed in the dock. The old lag of sixty or so who has spent perhaps twenty-five years in gaol and admits to fifty or more offences. There is nothing left for him but to put him out of the way for the public safety for seven years' preventive detention. He represents quite a large proportion of the serious cases. Then (more disquieting and a larger proportion) there are the boys and youths, seventeen to twenty-two, whom all the efforts and means of the Juvenile Courts have proved utterly powerless to redeem, for whom Probation and Borstal treatment have failed, for whom it seems nothing remains but a life of crime and preventive detention, since too often the prison authorities have judged them too hardened for corrective training. They usually plead guilty, they seldom speak in self-defence, they usually ask for five or six other cases to be taken into account. Few enough make out a convincing case for "one more chance." For the most part they are "smartly" dressed, utterly flabby, unashamed. And when the police disclose their past lives, one is impressed by the frequency with which a wretched, undisciplined home life begins the road downhill. It is as if all those, or almost all, who enter the dock have themselves set up the legend *Abandon hope all ye who enter here*. It is not put there by authority: magistrates, probation officers, police, all have done their best to reclaim them. But there is (eight cases out of ten) nothing to build on, there are no foundations on which sympathy, discipline, guidance and encouragement can rebuild. There is no moral background.

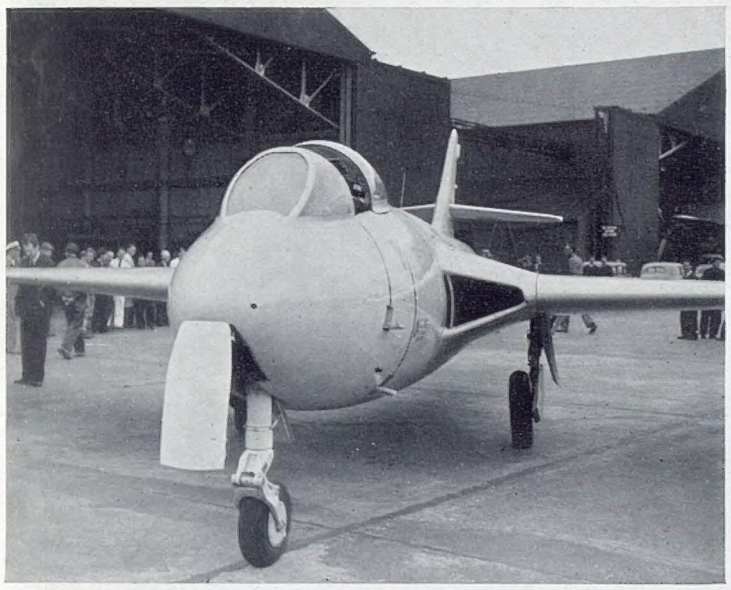
Hedgerow Controversy.—The countryman is naturally interested in the controversy about the levelling of hedges and the slaughter of hedgerow trees. In the last few years he has seen the whole face of his own countryside, unchanged for centuries, utterly transformed and often uglified. West Sussex is beginning to look like "the country round Poperinghe," which so shocked the "farmer's boy" soldiers of 1915. Gone are the shaded, deep lanes, the bordering oaks and elms, the crabs and other sources of valuable fruits, and in their place stand miles and miles of hideous, un-crossable barbed wire. And we are estopped from the æsthetic and amenity plea. The farmer is absolute dictator. He puts his case in a nutshell which no one may crack: "Although the hedgerow and roadside trees have some æsthetic and shelter value, their presence is a positive nuisance to the modern farmer." The farmer gains in space. He cultivates to the road verge, as they have long done in France and Belgium. And we must not complain. When we raise the side-issue that the timber in the hedges hardly pays to cut and carry away and sell as timber and cordwood, we are countered with the answer that, however uneconomic as forestry policy, the slaughter is essential policy for modern farming. And the other traditional advantages of hedgerows are dismissed with scorn. It is amenity ... my foot! But even amenity and æsthetics have proved in the past dollar-earners. We may live to regret the utility age and wish we could have compromised between the rival claims of more home food and more American dollars.

Cloud-Cuckoo Weir.—It has seemed anomalous that in recent summers a thousand boys at a famous public school—notable for its wet-bob element—have had no facilities for learning to swim or for bathing in the summer half, unless at public baths in Slough. Harrow-on-the-Hill has been much better off than Eton on the Thames. Cuckoo Weir has been banned because all the waters of the Thames round Windsor have been regarded as suspect, or definitely infected, by the medicos and health officers. And now I understand Cuckoo Weir may be made available again to Eton boys, *if they get their parents' consent*. Eton is rather prone to obtain parents' consent on risks of which parents can know absolutely nothing. It is not for distant parents to decide if the Thames at Windsor is safe for bathing. It is a matter on which the school and medical authorities must satisfy themselves. Either all the boys should be allowed to bathe or none—not those only whose parents take a perfectly blind decision. And if the Thames is infected, then it is high time that Eton dug a "Ducker." But even "Duckers" may be risky. Last week in the Corporation baths in Belfast, some boys were badly gassed by chlorine fumes as a result of gas pumped into the water and contained in bubbles on the surface. Some parents, reading that news, may think Father Thames less dangerous than the medicated bath. But no parent has the data for a decision.

THE OLD STAGER



THE NEW HAWKER P 1081 SHOWING HER PACES OVER LONDON AIRPORT PRIOR TO LANDING AFTER HER FLIGHT FROM HAMPSHIRE : This picture shows the perfect streamlining of the new aircraft. The tricycle undercarriage and landing-wheels are totally enclosed and the wings markedly swept back. It was during this demonstration that Squadron Leader Wade, chief test pilot, achieved a speed estimated to be well in excess of 650 m.p.h.

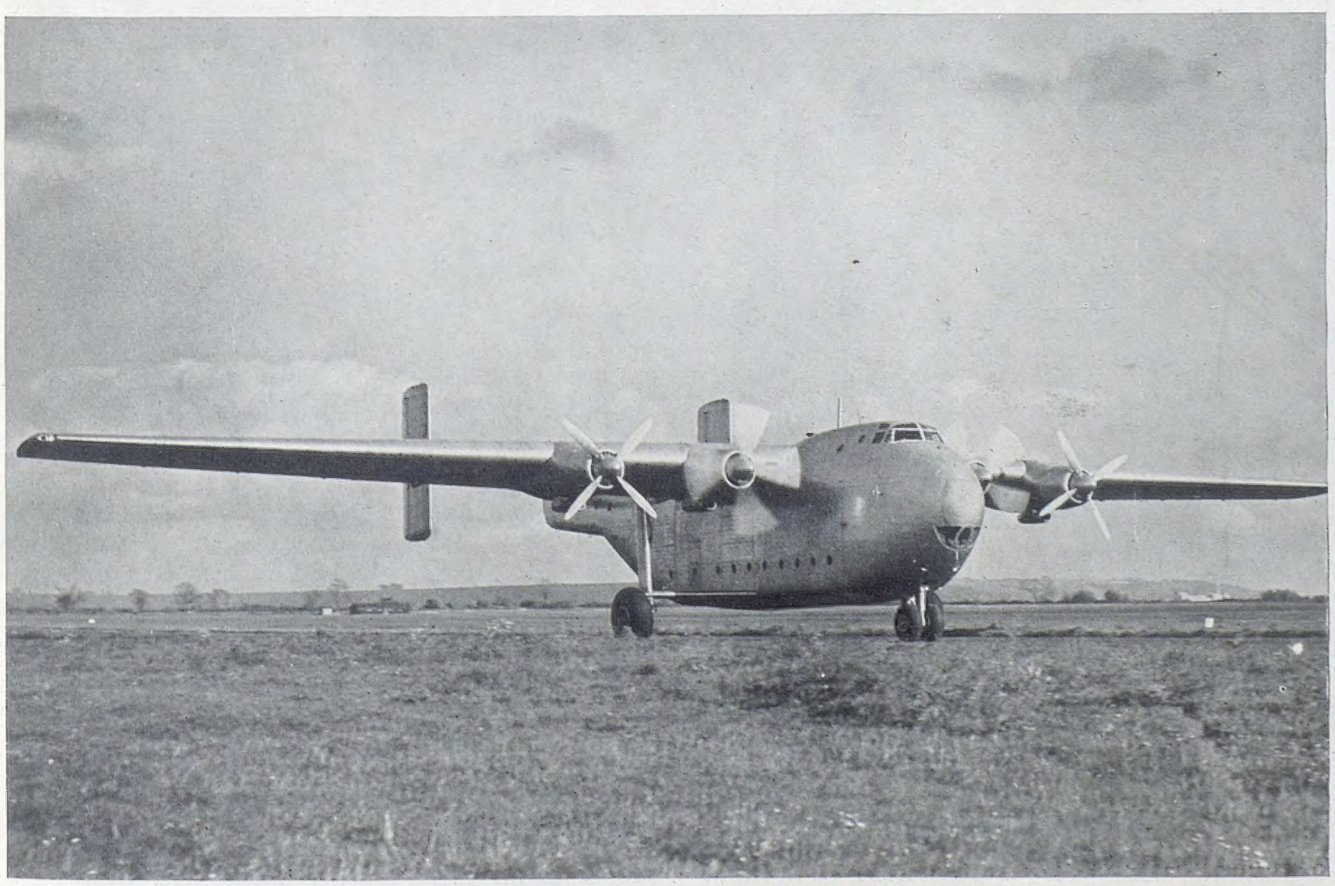


A VIEW OF THE NEW FIGHTER SHOWING THE AIR INTAKE IN THE WINGS : The P 1081 has a single Rolls-Royce Nene turbo-jet engine. The single-jet pipe extends right through the fuselage to the tail

When the new "hush-hush" fighter arrived over London Airport on Thursday of last week Squadron Leader Wade gave a wonderful demonstration of its aerobatic qualities. He made an 8,000-ft. vertical climb, executed eight barrel rolls and then flew at 20 ft. over the runway.

The aircraft had only left the workshops of the Hawker Company at Kingston three days previously. After flying from Farnborough, the P 1081 left for Maelsbrouck Airport, near Brussels, for the Air Display there on Sunday, June 25. Squadron Leader Wade's demonstration was the highlight at the International Show. British security officers guarded the aircraft throughout its trip.

THE TAIL-PLANE AND FIN : The span of the aircraft is 31 ft. 6 ins., and its length is 37 ft. 4 ins.



THE LARGEST AIRCRAFT OF ITS TYPE IN BRITAIN AND SECOND ONLY IN SIZE TO THE BRABAZON : The new Military Transport built by the Blackburn Company at Brough, in Yorkshire, which has just successfully carried out its maiden flight. In this picture the aircraft is seen taxi-ing back to the hangars : the pilot has stopped the two outboard engines as the transport completes its test. The size of the machine can be appreciated from the fact that the aircraft's main wheels are 6 ft. 3 ins. in diameter and the top of the rudder is 33 ft. above the ground

THE P 1081 AND THE NEW BRITISH MILITARY TRANSPORT

The new Prototype Military Freight Transport, just produced by the Blackburn Company at Brough, is the largest aircraft of its type in Britain and second in size only to the Brabazon ; its maiden flight has just been successfully carried out from Brough Airfield, in East Yorkshire.

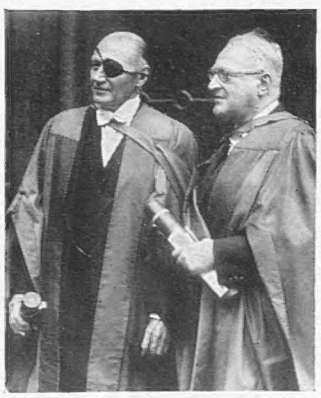
The information released concerning this aircraft discloses that it is powered by four Bristol Hercules engines, and that it carrics a crew of four. The span is 162 ft., and the length 99 ft. 2 ins. The undercarriage consists of a fixed tricycle with twin nose-wheels and single main wheels.

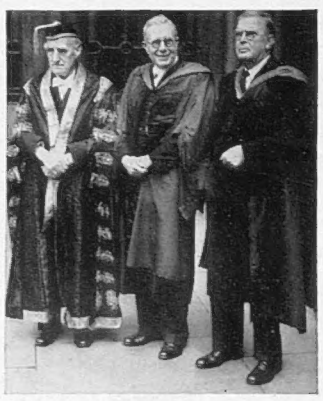
The first flight of three-quarters of an hour proved to be most satisfactory and the take-off distance was remarkably short, as was the landing run. The prototype was watched by the whole of the employees at Brough, who were notified in advance of the take-off : many hundreds more saw this giant of the air as it flew over the East Yorkshire countryside during its trials

HONOURED BY OXFORD AND GLASGOW

Recipients of Honorary Degrees at Two Universities

HONOURED AT OXFORD: *On left*—Mr. J. W. Davis, United States Ambassador, 1918-21, with the Public Orator, Mr. T. F. Highan. *On right*—Dr. Josiah Oldfield (right), President of the Fruitarian Society, walking in the procession to the Encænia





HONOURED BY GLASGOW UNIVERSITY: Mr. Lewis Douglas, American Ambassador in London, and M. Julien Cain, Director-General of the Bibliothèque Nationale of France, together after the Graduation Ceremony at Glasgow University. *On right*—The Chancellor, Lord Boyd Orr, who presided, with Sir Hector Hetherington and Professor William Rennie. Twenty-one men, well known in academic and public life, were recipients of honorary degrees at the ceremony in the Bute Hall of the University. Mr. Lewis Douglas spoke on behalf of those honoured

THE MIDSUMMER-DAY CUSTOM OF THE KNOLLYS ROSE: The Lord Mayor of London, Sir Frederick Rowland, holding the rose which had been presented by Sir John Anderson, chairman of the Port of London Authority. Also in the picture are the Lady Mayoress and the Rev. P. B. Clayton, of All Hallows' Church

ON THEIR WAY TO PERPETUATE THE FOURTEENTH-CENTURY CUSTOM: The verger of All Hallows' carries the rose to the Mansion House for presentation to the Lord Mayor. Sir John Anderson follows

In 1381 Sir Robert Knollys, famous leader of the English Free Companies in the French Wars and close friend of the Black Prince, bought two small houses opposite each other in Seething Lane. He then built an "*haut pas*" to connect them across the narrow lane. This misdemeanour, for which no civic sanction was obtained, necessitated action from the Guildhall, and a fine was then inflicted on Sir Robert. The fine, or "quit-rent," which the City levied upon Sir Robert was that he should, on Midsummer Day each year, carry an English rose, fresh-plucked from his garden in Seething Lane, as a tribute to the First Citizen of the Guildhall. The custom fell into disuse and was revived in 1926 by the Rev. "Tubby" Clayton, only the rose was then brought from Orsett, Essex. This year, however, the rose was plucked from Seething Lane, where a garden now stands.

HONORARY DEGREES CONFERRED AT OXFORD—THE PROCESSION TO THE ENCÆNIA DURING RAINY WEATHER: Members of the procession made their way from Christ Church to the Sheldonian Theatre to sit in Convocation to hear the Creweian Oration and confer the honorary degree of D.C.L. on Mr. John William Davis, former American Ambassador in London, and on Mr. J. F. Mountford, Vice-Chancellor of the University of Liverpool, and the honorary degree of D.Litt. on Professor R. H. Tawney, Honorary Fellow of Balliol College. It had also been intended to confer honours on Lord Salisbury and Mr. Walter de la Mare, who were unavoidably absent through illness. The Public Orator referred to Mr. Davis's distinguished career in his own country, to his high standing as a lawyer, and to the occasion when he had stood for the Presidency

CHAMBER MUSIC IN A PARISH CHURCH—A RECITAL OF BENJAMIN BRITTEN'S LATEST WORK AT THE ALDEBURGH FESTIVAL: The scene within the church during the performance of "Lachrymæ," or Reflections on a Song of Dowland, by Mr. Benjamin Britten and Mr. William Penrose, the celebrated viola player. The performance of chamber music was given during the Festival Week of the Suffolk seaside resort. The Earl and Countess of Harewood were present during the week. At the Jubilee Hall, two nieces of Mr. Britten sang bird parts in "Let's Make An Opera"

THE MARCH-PAST IN THE GARDENS OF BUCKINGHAM PALACE : The King standing at the salute, with the Queen beside him, as men of 604 (County of Middlesex) Squadron gave "eyes right." The Squadron's visit to the Palace followed their victory in the Esher Trophy, which is given each year to the auxiliary squadron considered to be the most efficient judged by operational standards. 604 Squadron has won the trophy four times in the fourteen years in which it has been offered for competition. Standing beside the Queen in this picture is Lord Templewood, Honorary Air Commodore of 604 Squadron, and Lord Henderson, the Secretary of State for Air

THE WEEK-END FLYERS VISIT BUCKINGHAM PALACE

604 SQUADRON RECEIVES THE ESHER TROPHY

THE WINNING SQUADRON MARCHES TO BUCKINGHAM PALACE : The officers and men of 604 (County of Middlesex) Squadron as they approached the Palace from Wellington Barracks prior to their parade in the presence of the King and the presentation of the Esher Efficiency Challenge Trophy. The King, in presenting the trophy, said : "We realise that your efficiency has been won at the cost of absence from your families, and we are glad to acknowledge the sacrifices which they, as well as you, have made to achieve it. In so honouring you to-day we are paying tribute to the whole of the Royal Auxiliary Air Force. The squadron's record shows that its members are preparing themselves for any emergency. That is the best way of ensuring peace"

THE KING PRESENTS THE ESHER TROPHY TO SQUADRON-LEADER KEITH LOFTS, D.F.C., WHO IS COMMANDING OFFICER OF 604 SQUADRON : The King, who is Commodore-in-Chief of the Royal Auxiliary Air Force, wore the uniform of a Marshal of the Royal Air Force. The Queen is Honorary Air Commodore of the City of London Squadron

THE DOVER-TO-KHRISTIANSAND YACHT RACE: Mr. W. F. Cartwright's *Tilly Whim* (416), 2nd in class III; Mr. R. H. Langton's *Tacita* (437), Mr. A. B. Baker's *Thalassa* (136), 3rd in class II, and other yachts seen in action at the start of one of the longer races of the ocean yacht-racing season. The race was won by K. G. Poland's *Lara*, in the big class. The season began on May 12 with the Portsmouth-to-Harwich contest over 170 miles. At the end of May the Harwich-to-Hook of Holland race took place, and there followed on June 16 the Solent-to-Cherbourg race. The Khristiansand race is over 480 miles, and the only other comparable run sponsored by the Royal Ocean Racing Club is the Plymouth-to-Santander race in August. This is 440 miles

THE SEASON OF OCEAN YACHT-RACING

LONG-DISTANCE CONTESTS IN EUROPE AND AMERICA

THE START OF THE SKAGEN RACE: The twenty-two yachts leaving Bremerhaven on the first leg of the 550-mile course which takes them through the perilous waters of Skagerrack. The race is the most difficult in the German yachting calendar, as it may involve days of tacking in the midst of adverse winds. The finishing-line is at

On both sides of the Atlantic the months of June, July and August are months of intense activity in the world of ocean yacht-racing, which grows steadily in popularity in these post-war years. This year a particularly satisfactory feature of this international sport has been the strong British entry in the 650-mile Bermuda race. One of the British entries, *Karin III*, only just arrived at Newport in time to be included among the Bermuda entries. She sailed the Atlantic in order to take part, while *Samuel Pepys*, *Cohoe* and *Mokoia* were shipped as far as Bermuda, and sailed the rest of the way to America before lining-up for the start. The Bermuda race, the Dover-to-Khristiansand race, the famous Skagen race from Bremerhaven to Kiel were in progress at the same time. The last of the Royal Ocean Racing Club's big events will be in August, when the Falmouth-to-Isle and Santander-to-Belle Isle events take place.

HEADING OUT ACROSS THE ATLANTIC: The yawl *Nirvana*, owned by H. G. Haskell, Jnr., of Wilmington, Delaware, leaving Newport, Rhode Island, at the start of the 650-mile ocean yacht race to Bermuda. *Nirvana* reached away in a 12-knot westerly breeze, which later quickened to 15 knots, and there was a lively but not turbulent sea

ONE OF THE MOST SPECTACULAR STARTS IN THE HISTORY OF OCEAN YACHT RACING: Cabin cruisers and other craft circling round some of the fifty-four competitors before the "off" in the great Bermuda yacht race starting from the American mainland at Newport, Rhode Island. There were six British entries this year, and the best of them, *Gulvain*, finished ninth. The winner was the 57-ft. yawl *Argyll*, owned by Mr. W. T. Moore, of Oyster Bay, Long Island. Her corrected time was just over 73 hours. The fastest time ever made in one of the Bermuda races was 71 hrs. 35 mins. and 43 secs. It was accomplished by the sloop *Highland Light* in 1932, when the start was off Montauk Point and the distance was 628 miles. *Highland Light* joined in the 1950 race as one of the fleet from the Naval Academy at Annapolis, Maryland. Her record was established in a reach the full way and her mainsail was not moved more than 18 ins. The slowest time was 119 hours made by Howard Fuller's sloop *Gesture*, the winner in 1946. The prize is the Bermuda Trophy, which goes to the yacht in any class making the best handicap time. In addition there are many class prizes and one for the first boat to finish

Below—WHALERS PREPARE TO PLAY THEIR PART IN THE SALTASH REGATTA: Boats being prepared for the races on the Tamar, which provided an admirable day's sport for light craft. As other pictures on these pages indicate, big-yacht racing captures most of the limelight these days, but on many rivers and in a host of coastal towns, small regattas such as this reflect the enthusiasm of Britain's youth in the sport of yachting. It is good to know that the high price of new craft, which still persists to some extent, is being in a measure offset by lower prices for second-hand boats, enabling people again to enjoy a sport which has tended at times to be beyond their reach

ITALIANS SCATTER BEFORE SCELBA'S ARMY

When the Cry of "Celeri" Rings Through the Streets

By FERDINAND TUOHY

ITALY'S ruling party, Christian Democracy, is backed by the Italian police reputed to mobilise 150,000 in a crisis, the Italian Army, the Church, and some 1,500,000 trade union members and 9,000,000 other voters. By far the most incisive of these supports is that subdivision of the police known (and how well known) as the *Reparti Celeri*, swiftly mobile squads armed and accoutred in novel fashion and coming directly under Italy's strong Minister of the Interior, Mario Scelba.

There is no mystery about the *raison d'être* of these tough young men to all intents and purposes in military uniform. They represent an intelligent anticipation of Communist-provoked riots and disorder emanating from strike action. They practically never come up against anybody else, except by accident. If they want bouquets from the Minister, the way to win them is to prevent killings taking place, such tragedies poisoning the day, and so being sought by the "Agitprop," or professional agitator, who travels on a plan up and down Italy.

A *Reparto Celere* reminds you of so many firemen ever ready to slide down the pole. The other day I was at Genoa. The Genoa duty group of, say, 300, will be spending a quiet afternoon in and around barracks when all of a sudden a flash comes from Rome that trouble is brewing—and off careers the Genoa group in a jiffy in small red trucks, five Celeri to a unit. They tear madly down the coast, honking and clattering, and the next you hear of them is contained in an account such as this:

"Seven thousand people were arrested to-day in Rome and other Italian cities during Communist strike riots. In the capital Signor Scelba's special police, reinforced from the provinces, moved on a square which was the rallying point of 10,000 Reds. They came in bright little red trucks, tommy-guns ready and truncheons swinging. It was like a cavalry charge on wheels, and in a few minutes the great square was cleared.

"But that was only half the business. The mobile police squads swept next into side streets and sprang out, wielding their clubs and punching. Again the crowd decamped. But the essence of Celeri action is unrelenting pursuit, and within a very short while the red trucks had appeared in the famous Piazza Colonna. Here the Celeri were received with stones and refuse, so they fired over the heads of the crowd, which promptly dispersed.

"On to the neighbourhood of the British Embassy, where the mob was reforming. This time the Celeri were ordered to wind up the day's operations by using their very latest 'weapons—hose-pipes from which gushes coloured water.'

"This brilliant idea was born in the mind of an inspector who got tired of never-ending identification trouble after the event. The hose-pipe treatment is, of course, decades old, but drenching rioters with red, blue and green cascades, staining their clothes, is a novelty which brands those present. Sometimes it brands innocent spectators—as some Holy Year pilgrims near the Porta Pia—but the Celeri answer to that is, "Teach them to give us a wide berth when they see us coming!"

Which is precisely what most Italians are now doing. At the cry of "Celeri" there's a scuttling into doorways and down alleys. It is idle to pretend that even those they primarily protect are quite happy about the Celeri, who have an unfortunate knack of recalling the early Fascists with their castor-oil tricks. But what will you—the Italians are an inventive race. The Celeri way of putting nuisances out of action for a spell is to take them away to the back of beyond and dump them perhaps dozens of miles from anywhere.

"Scelba's Army" already has tear-gas bombs and goggles in canvas bags slung over their shoulder. It is getting bigger and better guns for its armoured cars, and soon will have helicopters. The central idea is to keep the Celeri up to the minute, and this goes for psychological effect, too. A favourite stratagem is to cow assembling crowds by driving ambulances up and down the streets.

Senior Celeri officers have what seems to be a fair answer to the reiterated accusation that they are making a dead-set at the proletariat. They aver they are only replying in kind to that section of the proletariat which won't leave the bulk of the working-class alone. They say they have even copied the Communists' own tactics.

Thus it is part of an "Agitprop's" duty to move the floating population of unemployed land-workers around, so that these appear at the right places at the right time. They thus add weight and numbers to the ranks of the local demonstrators, maybe rioters. When their role for the day has been enacted, they are carted back home by the "Agitprops."

"Transform those unemployed in the mind's eye into *Reparti Celeri* and you have exactly the tactics followed by the latter in coping with the militant Reds," declared a Scelba man. "We learnt it from them, so what are they complaining about? The Communists have a striking force under Secchia, just as we have a protective one under Scelba. Ours are essentially preventive tactics—a preventive campaign to fend off civil war."

Italians will tell you as a rule and regretfully that the special police are a necessary measure without which democracy or liberty might crumble. And when you enquire how it is that the Celeri are never used against the growing M.S.I. (Fascist) movement, the reply is that the Communists are more dangerous.

On occasion the M.S.I. has gone to the aid of the Celeri, who have welcomed the intervention, and this has led to charges that the latter are in reality nothing but Fascists resuscitated under a camouflage label. That almost all were of Mussolini's legions as adolescents and boys lends colour to these allegations. Many were officer prisoners of war, and defeat and humiliation are said to have formed them more than any previous blackshirt braggadocio.

The Celeri are recruited by *Il Questore*, or the Police Chief of the big cities, and they must be tough and muscular, bachelors, and not hold political opinions left of centre. They should be between twenty and thirty years old, and of good education. They get good pay for Italy, enjoy a privileged position, and are extremely well found in all things. The aim is for an *élite*, and, in point of fact, the majority have been hand-picked from among the best of Mussolini's younger officers and N.C.O.s.

But, whereas they were trained to be anti-British and anti-French in their stripling days, now they confine their sentiments to being anti-Communist. How many Celeri there are throughout Italy is hard to say. The force is organised as a surprise quantity apt to pop up here, there and everywhere in unpredictable numbers. I derived the impression that 10,000 may be the present total for the whole country, but this is no more than deduction from the Genoese figure.

If in the region of 500 Celeri are based on this port wherein Communism has strong roots, the Milan total is higher. Here the local *Reparto Celere* numbers well over 700, and includes 25 officers and nearly 100 N.C.O.s. Two *Reparti* make a *Gruppo*, and in Italy there may be now five, if not six, groups.

The Celeri are never used individually, the smallest patrol being two (and that rare), and they are never given static police duties, or rendered responsible for continuing investigations or functions. They must be kept independent and unenmeshed so as to go into action in mass at the very shortest notice. The fire brigade analogy is insistent even to the din and the way in which these young fellows may be seen still fastening their equipment as they roll out in the speeding red trucks.

And I almost forgot the hose-pipes! Where the Celeri branch off from a fire brigade is when an officer gives the order to shoot, which he is authorised to do at any time he thinks fit, being solely responsible to his Questore. In two and a half years some twenty civilians have been killed and a hundred wounded. Celeri casualties have been less than a quarter of this total, which, however, is hard to verify. As it is the main force in keeping Communism from attempting to take over in that West European country where Stalinism is second strongest, such casualties inflicted and suffered by the Celeri are nothing if not restrained.

Chief trouble crops up at "Sestograd," police name for the vast Stalinist stronghold and Milanese suburb of Sesto San Giovanni, "where Soviet direction over Italian workers creates the most explosive mixture in Italy." At "Sestograd" are workers in steel, machine tools, radio, rubber products, motor cars, and a few of those tens of thousands of workers are informers for the Questura, police H.Q.

Directly a message percolates to the effect that trouble will start at such and such a time at such and such a spot, the O.C. of the Milan Celeri summons his officers and gets out a complete model of "Sestograd," covering several yards across. For tanks, armoured cars, etc., are wooden blocks, and these the O.C. moves about in a tactical rehearsal of what will presently be set afoot.

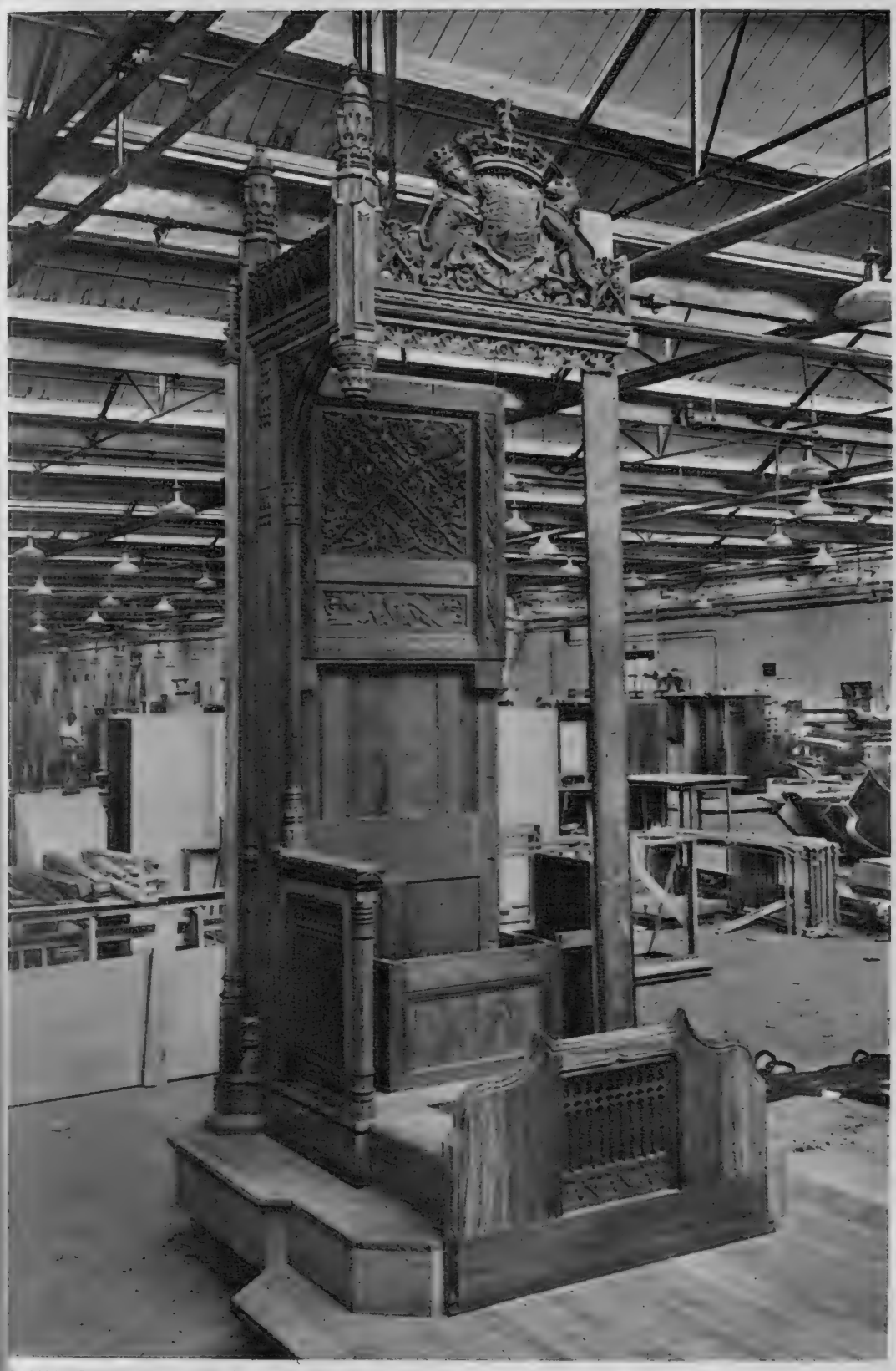
"The plan is to block all roads leading to the factory where the trouble is due to start," he explains. "My command post will be here by the station. Armoured cars will straddle each of the radial roads. The motorised reserve will take up position behind the south factory wall. And don't forget—by displaying tanks and 3-in. guns we shall hope to prevent the use of arms altogether."

The next most explosive area is the Po Valley, between Mantua and Bologna. "The Red Po" it is called, and here are to be found great numbers of poor peasants at constant loggerheads with the big landowners. The Celeri also went into action down in the south, where "Agitprops" recently induced squatters to occupy estates. So it goes, up and down the country, a Celeri force being able to cover as much as 400 miles in the twenty-four hours.

It only remains to be said that France's late and strong Home Minister, Jules Moch, organised fifty-four "Republican Companies of Security" to help the police in case of disorders, and that resembling forces are far larger among Stalin's satellites. In Hungary the home security forces were given as 70,000 some months ago, and the figures for Czechoslovakia were placed at 100,000.

MORE ITALIAN BANDITS ARE BROUGHT TO BAY, BUT NOT THE REAL VILLAIN OF THE PIECE: Surrounded by Carabinieri and in a dock with bars, these nineteen members of Giuliano's gang are seen on trial at Viterbo where, with eight others, they are accused of participation in a mass killing in Sicily in 1947. Giuliano, will-o'-the-wisp leader of the gang, is being tried *in absentia*. He is said to have written a letter to the court denying the charges

CHAINED TO EACH OTHER AND BEHIND BARS: Some of the associates of Giuliano in the dock at Viterbo, where they are being tried for the Labour Day killings of May 1947, when twelve Sicilians lost their lives and about thirty were wounded. Giuliano, chief of the band, has himself defied all police and military efforts to secure his capture, although the hunt has been going on intensively for several months



A MASTERPIECE IN AUSTRALIAN BLACK BEAN: The Speaker's Chair for the new House of Commons seen in the Cheltenham factory during the course of assembly and prior to despatch to London. The chair is carved in the individual Gothic manner favoured by Sir Giles Gilbert Scott, architect of the chamber

"THE GIFT OF AUSTRALIA": These words are carved in Old English lettering on the Speaker's Chair. Four wood-working machinists, four joiners and eight wood-carvers have been engaged on the task of making the chair

MR. SPEAKER'S CHAIR NEARS COMPLETION

An Australian Gift to the New House of Commons Chamber

By the early autumn the new House of Commons, taking the place of the Chamber which was destroyed in the blitz, should be ready for occupation and Members of Parliament will be able to move at long last from their temporary quarters in the House of Lords, where they have sat for so long. Many of the furnishings for the new House have been presented by the Dominions, and by other countries of the Commonwealth, the list of donors ranging alphabetically from Australia to Zanzibar. Australia has provided the Speaker's Chair, Canada the table of the House, New Zealand the despatch boxes, and South Africa chairs. As these pictures show, the Speaker's Chair, a magnificent piece of woodwork in Australian black bean, is now nearing completion at a Cheltenham factory. The intricate work, which has comprised wood-mill machining, joinery-work, wood-carving and wax-polishing, has taken six months to execute, and erection in the new Commons Chamber will be started this month. The chair is supported on a platform of three steps, and there is a foot-board at the House end of the upper platform against which is placed the "kneeler."

A MASTERPIECE OF THE HAND-CARVER'S ART: *Left*—Mr. S. Bourne and Mr. L. R. Timms, two West Country craftsmen, at work on some of the intricate carving of the Speaker's Chair. *Right*—The Royal Coat of Arms at the summit of the chair. Several older craftsmen have been employed on the task, for there are few young men working to-day with the experience and ability to produce the finest work. The master-carver is Mr. Charlie Gisborne, who has been a carver for fifty-six years

AUSTRALIA'S BEEF EMPIRE OF THE NORTH-WEST

Vast Development Plans in the Half-known Land Between Alice Springs and Wyndham

CATTLE ASSEMBLING AT A SUB-ARTESIAN BOREHOLE ON THE BROAD AND FERTILE KIMBERLEY RANGES IN AUSTRALIA'S NORTH-WEST: More of these bores are urgently need in the Commonwealth's cattle empire, and under the terms of the Anglo-Australian long-term meat agreement their construction is receiving topmost priority. T country depicted in this illustration is in the very heart of the area in which graziers and aviation interests, assisted by the Commonwealth and West Austral Governments, are carrying out an important experiment in beef production and marketing. From abattoirs at Glenroy in the Kimberleys, 160 miles east of Derby a 195 miles south-west of Wyndham, 16 tons of chilled meat, quartered and ready for export, is being flown each day to Wyndham, and from there despatched by s to the world's markets. By this method overland transport of live cattle is avoided and the old problem of loss of weight and condition en route does not ar

The Northern Territory of Australia is a country where days dawn with a joyous freshness, where monotonous sunlight fills the flat, open spaces, and the sunsets are like the blast furnaces of an open hearth. It is a world empty in many places of men; its plains and mountains in the north still echo to the voices of the Stone Age blacks. In fact, geographers still consider Arnhem Land, the native reserve, to be among the only *terra incognita* left on this earth.

It is a strange country—a strangeness which arises from the great diversity of the land. Its contrasts are not only between old and new but also in geography and topography: waterless wastes and fertile tablelands; cruel sandstone ranges and lush valleys; red, black and golden earth, burning sunshine and exhilarating air; wild game and breath-taking scenery.

The contrasts do not end there, for the people are varied, too: prospectors, surveyors, buffalo-shooters, pioneer cattlemen and "bush" pilots, speculators, writers, remittance-men, drovers, flying doctors and dentists, ex-soldiers seeking opportunity; black, brown and white men—all Territorians.

Hope and labour, adventure and courage, idealism, honour, hate and greed have been mirrored in the histories of its settlements, pioneered by daring men who, in the nineteenth century, plunged into the wild and uncharted wilderness to the north of Australia in search of fortune and adventure. In their quest, some, like the indestructible Duracks, Farquharsons, Chambers, Chapmans and MacNamaras, remained to expand the frontiers of the country, cutting the first trails into the mysterious north. Others did not return from the wilderness.

While the present politico-economic backbone of the Northern Territory is beef, its potential resources are such that few venture to estimate them. It is a treasure-house of gold, wolfram, tantalite, mica and other precious metals; and vast unexploited agricultural and forest regions. It has the world's biggest cattle stations, some extending over 15,000 square miles. It can—and does—grow anything produced in the southern latitudes of Australia—with the exception of cereals.

But despite these attractive resources, probably Australia's—and the world's—major awareness of the Northern Territory in the past few years has been based on beef. This is the magic word by which this vast, diverse, legendary land of only 10,000 people pursues its future, and by which the Federal Government of Australia hopes eventually to release the United Kingdom from its long dependence on costly imports from Argentina and other South American countries.

The cattlemen in the Territory know where the future lies, but they cannot reach it—for the country is road-poor. In all the Northern Territory's 523,000 square miles, there are only 2,840 miles of roads. If there is to be any real future in this country, there must be more. Roads move produce. Without them industry is throttled.

ONE OF THE GREAT NATURAL WONDERS OF AUSTRALIA'S CATTLE COUNTRY: Mount Connor, rising 800 ft. above the surrounding plains, is a well-known landmark to the cattlemen who drive their herds across the almost featureless desert of the North-West Territory

Residents point with pride to the splendid air servi run by Connellan Airways and Trans-Australia Airlin which bring medical care, ordinary business and so of the graces of life otherwise denied them. But behi the glitter of wings lies one sad and simple fact: pla alone cannot build the cattle industry. And in the fa of actual, practical transport needs, the Governme owned railways, with only a few hundred miles of tra mean little more than a small beer in the Territor

The Territorian is a rugged individualist. This not only his role but his nature. Since early days has been engaged in tussles with the Federal Gover ment, part of the time because his problems we ignored and part of the time because of exasperati interference. Ruled from Canberra (the Federal capit thousands of miles away, it is diffic for Territorians to get intelligi decisions on current problems as th develop. Many decisions, they ins are made against them by unreali politicians and stultified Governme servants who have never been to t Northern Territory, let alo attempted a solution of its difficult

But all this appears to be chang Fundamental shifts in the foundati of the Territory's life and economy taking place. This vast, almost vir hinterland is at last being unlock for the direct benefit of Australia, t United Kingdom, and the indir benefit of a hungry world.

The greatest single problem, acc sibility, is the first to be tack Under a recently-drawn-up fifte year meat agreement with the U the Federal Government has initia plans towards an integrated road co munications system for opening up t interior to provide meat for Brita The first phase of the scheme will c £1,500,000 and involves hundreds miles of new roads, sub-artesian bo bridges, pasture improvements a improved stock routes. These und takings, it is anticipated, will rep sent an immediate annual increase 10,000 tons of beef for export to t United Kingdom.

The Northern Territory can about 1,000,000 head of cattle to-d and many of its cattle experts beli that without costly pasture impro ments this number can be increa to 2,500,000 in ten years, and even ally to 5,000,000. There are 300,0 square miles capable of carrying cat

740 miles north-west of Alice Springs, across the vast amplitude of the Kimberley Ranges, home of Bovril Ltd.'s large cattle-runs, lies the West Australian coastal town of Wyndham, where British freighters load beef for home.

With its meat works, Wyndham is as important to the Northern Territory as it is to Britain, for this is the major killing centre for the whole of the outlying areas; and the whole of its output goes to the U.K. In 1949, 31,000 head of cattle, weighing 7,000 tons, were slaughtered for British consumption.

It is around Wyndham that the Federal Government has initiated its large-scale development scheme.

Believed to be the first scheme of its kind in the world, Air Beef Ltd., operating D.C. 3's, are flying carcases to Wyndham from Glenroy, 190 miles out on the Kimberleys. The beef-lift was started last year and, during the four-months killing season, 2,000 animals, with an average dressed weight of 625 lb., were killed at the Glenroy abattoirs and flown to the freezer at Wyndham. More than 80 per cent. of the meat was classified as first-grade chiller quality.

The success of the scheme lies in the 75 lb. to 100 lb. extra meat per carcase saved by killing on the station and the higher grade of meat obtained by avoiding the rigours and knocking around of a six-weeks road drive. With Glenroy as a pattern, Air Beef Ltd. is expanding to other centres on the Kimberleys this season, thus giving a further boost to Britain's beef-import figures.

Territorians, having taken the jump from camel and truck transportation to aviation in little more than a decade, must be the world's most air-minded people. To-day practically none of the frontier settlements are without air-strips. This spectacular change has been brought about by the courage, enterprise and tenacity of Edward John Connellan, whose de Havilland Dragonfly and Dragon Rapide planes bring civilisation to a wilderness empire of 600,000 square miles.

Summer and winter, day and night, planes of Connellan Airways take off from headquarters' strip at Alice Springs to serve the great Outback, giving personal service and performing flying-doctor acts of mercy at peril of the pilots' lives. Connellan himself has logged thousands of flying hours under every conceivable condition. And his company's record is magnificent—not an injured passenger in thirteen years' continuous operations. Many years' flying have made him extraordinarily fussy about planes, and copybook standards are rigidly enforced. His planes make their runs within a few seconds of schedule to even the remotest outpost. Yet his airline's routes, its cargoes, its traffic and its missions would whiten the hair of the orthodox airline operator in six months.

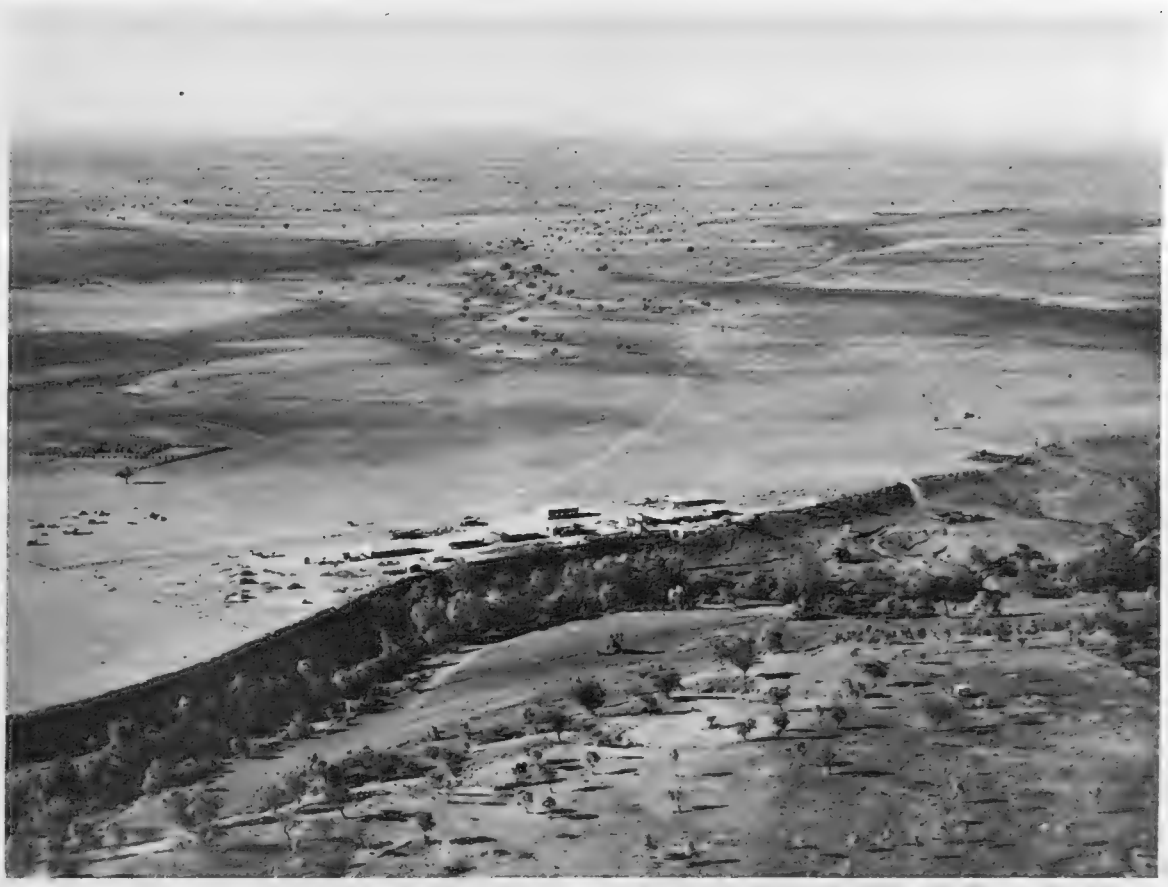
Having helped the Territorians to become one people, Connellan is planning to show that the Northern Territory, with its ideal climate, its breath-taking scenery, and its wild game is a tourist paradise equal to the world's best.

For the world's big-game hunters, he has organised a series of safaris into the spectacular Stone Age country bordering Arnhem Land, wild, thrilling and mysterious. It is called the Wild Man River Safari, and by well-co-ordinated travel arrangements through his London agents, it is possible for English hunters to shoot crocodiles and buffalo for a fortnight and be back in England within a month. His up-to-date, well-equipped safari camp is capable of accommodating 100 hunters yearly, and already, through his agencies in England and America, Connellan has made available seventy personal invitations for overseas visitors; the remaining thirty invitations are for Australians.

The safari starts and finishes at Alice Springs and, apart from shooting, hunting and fishing, Connellan's planes will take visitors on a survey of the Northern Territory and its huge cattle stations; its gold-mines and its aboriginal mission stations. They will also see a fantastic museum of natural wonders: the vast placidity of the fertile tablelands vying with huge masses of precipitous rock which stand like monuments to nature's ancient miracles.

It is a strong, beautiful, awe-inspiring country, the Northern Territory, surely one of the most amazing areas on earth. Here a new agricultural and mining empire of unparalleled productivity is waiting to be created; but it will take foresight, scientific planning, courage and money fully to develop it.

G. R. Lee



A TYPICAL CATTLE STATION IN THE KIMBERLEY RANGES, WHICH IN THE NEXT FEW YEARS WILL BE SUPPLYING BRITAIN WITH INCREASING QUANTITIES OF BEEF: Some of the great cattle holdings extend over thousands of square miles. English interests are well represented in the Northern Territory and in the North-West

CLIFF-FACE CONFIGURATIONS CAUSED BY WIND EROSION: Phenomena such as this are to be seen on most of the great tors in the Northern Territory. They are caused by erosion, but have provided inspiration for countless aboriginal legends

A FAST-DISAPPEARING MODE OF TRANSPORT IN THE NORTH: Camels are still used in the Northern Territory, particularly on long and arduous police patrols deep into the interior, but nowadays most of the Territorians prefer air travel

A METEORITE CRATER IN THE NORTHERN TERRITORY: These saucer-shaped depressions are a common feature of the plains that lie to the north of Alice Springs. According to scientists they rival in size the meteorite craters of Siberia

A POWER IN THE NORTHERN TERRITORY: Edward John Connellan, founder of the Northern Territory Airline, whose planes bring civilisation to Australia's wilderness empire

FROM EUROPE, ASIA, AFRICA AND AMERICA

A SURVEY OF THE FOREIGN NEWS IN PICTURES

THE SECOND OF TWO FRENCH AIR DISASTERS IN THE PERSIAN GULF: Part of the wrecked French Skymaster, in which thirty-nine people lost their lives, being salvaged from the Gulf near Muharak Airfield, Bahrein Island, after it had been found in shallow water, about two miles from the shore. Of the thirteen survivors of the fifty-two occupants of the plane, bound from Saigon to Paris, six were picked up by a ship soon after the crash and three were found by a helicopter after a search of eight hours. They were keeping themselves afloat without the aid of safety jackets. This was the second crash in the area within a few days, another Skymaster having crashed, with a death-roll of forty-five, when about to touch-down at Bahrein. The French Inspector-General of Civil Aviation and officials of Air France left for Bahrein after the second crash

SALVAGE OPERATIONS IN THE PERSIAN GULF: This air picture, made from a helicop by a photographer of the Arabian-American Oil Company, was taken as launc stood by to convey the dead from the scene of the first air-liner disaster to t morgue at Bahrein. Some of the white specks seen on the surface were bod floating in the water. It was half-a-mile from this spot that a second air-li crashed two days later. The total death-roll in both disasters was eighty-

THE CRUISE OF THE "BOLEH": Four Royal Navy men and a Chinese cook, who is seen in this picture as the vessel prepared to leave Simonstown, South Africa, are sailing to England from Singapore in this strange, hybrid craft described as a "dhow-junk." They are Commander Robin Kilroy, D.S.C., of Salcombe, Devon, who is acting as skipper; Mr. George Jarvis, of the Royal Naval Dockyard, Singapore, whose home is also at Salcombe; Lieut.-Commanders John Rusher, D.S.C., of Cheltenham, Peter Aplin, of Paignton, Devon; and Chang Hai Kun, a Singapore Chinese. Their craft—designed by Kilroy—is the *Boleh* (which means "Can do" in Malay). Registered at Lloyd's as a 10-tonner, she is 40 ft. overall and has a 9-h.p. auxiliary motor. The 15,000-mile sea voyage is expected to last seven months or more. Commander Kilroy, an accomplished artist, raised nearly £500 for the present voyage by auctioning a number of his paintings

AN UNUSUAL BRITISH ENTRANT IN THE ANNUAL BERMUDA YACHT RACE: John D. Keary, K. Adlard Coles (skipper) and Lieut.-Commander Basil Smith, Royal Naval Sailing Association, on board the *Cohoe* on arrival at Newport, Rhode Island. The *Cohoe* was taken to Bermuda on board a freighter, unloaded, and sailed to Newport. There she started out last week with over fifty other craft in the annual Bermuda Yacht Race, an ocean contest of 635 miles. There were six British contenders in the Anglo-American fleet. *Cohoe*, it will be seen, was fitted with a false bow. This was in order to meet the 35-ft.-length requirements of the ocean race. The tip of the old bow is at the rope chock and is outlined by the former

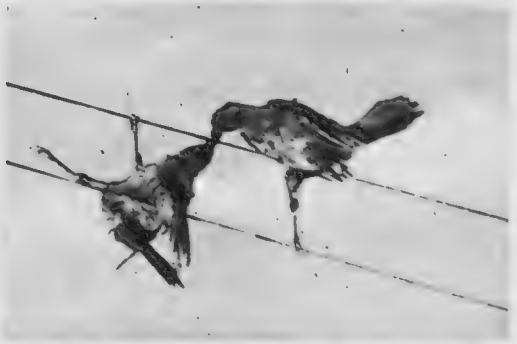
GOVERNOR DEWEY DECLINES TO RUN FOR A THIRD TERM AS GOVERNOR OF NEW YORK STATE: Mr. Dewey handing to reporters at the Executive Chambers, Albany, his one-sentence statement, which declared: "I shall not be a candidate for re-election next fall." Immense secrecy shrouded the Governor's declaration, which had been made in private twenty-four hours earlier to Representative William L. Pfeiffer and J. Russel Sprague, respectively Republican State Chairman and National Committeeman. Apparently the secrecy was bound up in some way with the political future of New York's Lieut.-Governor, Mr. Joe R. Hanley, who seeks nomination in Mr. Dewey's place. Mr. Dewey's intentions in the wider sphere of Republican politics remain unknown, but Republicans are still speculating whether he will make a third attempt to run for the Presidency

MYRNA LOY, EMISSARY OF CULTURE: The film star, acting in her capacity as a United States delegate to the U.N.E.S.C.O. Conference in Florence, making a short speech after presenting a large number of books on medicine, chemistry and engineering to Florence University. The books, valued at 2,000 dollars, came from contributions by Americans to the Co-operative for American Remittance to Europe (C.A.R.E.) Book Fund Programme. Miss Loy was born of Scottish-Welsh stock at Helena, Missouri, in August 1905. This year she celebrates a quarter of a century in films. In her early pictures she usually played the part of an adventuress

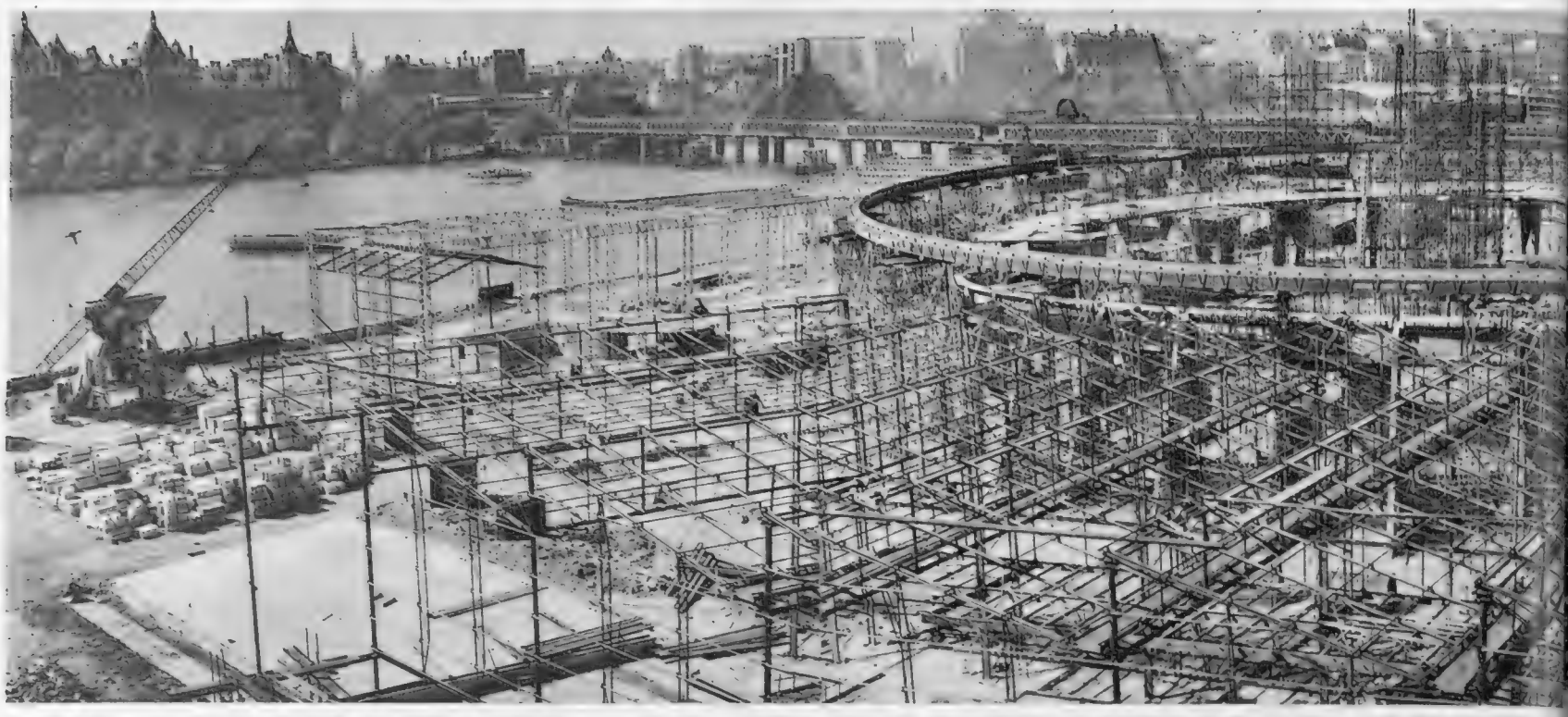
E WAS LOUDLY BOOED BY THE CROWD: Harry Gold, the thirty-nine-year-old Philadelphia chemist, walking with eyes downcast as two U.S. Marshals led him into the Federal Building at Philadelphia in face of a hostile crowd. Gold, who is accused of violating the National Espionage Act by serving as a courier between Dr. Klaus Fuchs, convicted British atomic scientist, and a Russian spy ring, was brought before Federal Judge James P. McGrannery. The judge, on hearing certain evidence, refused the U.S. Government's request for authority to transfer Harry Gold to Brooklyn for arraignment. The postponement was granted after John D. M. Hamilton, court-appointed defence lawyer, had said that he had not seen a copy of the indictment. He also told the court that as there were no funds to meet Gold's defence expenses he had personally agreed to defray them

TESTIMONY TO THE EXTRAORDINARY POPULARITY OF THE SADLER'S WELLS BALLET IN THE UNITED STATES: This is part of the largest box-office queue in the history of New York's Carnegie Hall, where seats for the Sadler's Wells Ballet engagement, beginning at the Metropolitan Opera House on September 10, were put on sale over three months in advance. With more than 200,000 dollars-worth of tickets sold by mail (two-thirds of the capacity), manager S. Hurok took the unprecedented step of placing the remaining seats up to box-office sale. On the first day the line extended far down 57th Street

NEW ENGLAND SOCIETY WEDDING: Mr. Robert Francis Kennedy, son of Joseph P. Kennedy, former Ambassador to Great Britain, leaving St. Mary's Roman Catholic Church, Greenwich, Connecticut, with his bride, the former Miss Ethel Skakel, of Greenwich. The bridegroom is a Harvard graduate and he served in the U.S. Navy during the war. He has lately been studying law at the University of Virginia



THE KISS OF DEATH AND ITS OVERWHELMING AFTERMATH: This seemingly harmless little peck between two starlings proved fatal to themselves and 200 others. As the flock settled on two electric wires, 18 ins. apart, their weight caused the wires to sag and these two touched beaks. The "kiss" electrocuted the entire flock, as shown in the picture on the left, where some of the dead birds are still hanging from the wires. This mass electrocution took place at Okawville, Illinois



THE PROGRESS OF CONSTRUCTION ON THE GREAT EXHIBITION SITE IN SOUTH LONDON, THE FOCAL-POINT OF THE FESTIVAL OF BRITAIN TO START IN MAY 1951 : This looks across the Exhibition site from County Hall towards the southern approach to Waterloo Bridge. The circular ring of steel seen in the centre is being b take the massive Dome of Discovery, within which will be displayed Britain's achievements in the realm of exploration. Towering in the background, beyo railway from Charing Cross which bisects the Exhibition area, is the £2,000,000 concert hall, the only building of a permanent character. On the extreme le be seen piles of granite cut to shape for the new embankment wall which has reclaimed over 4 acres from the river and will form a pleasant riverside pro

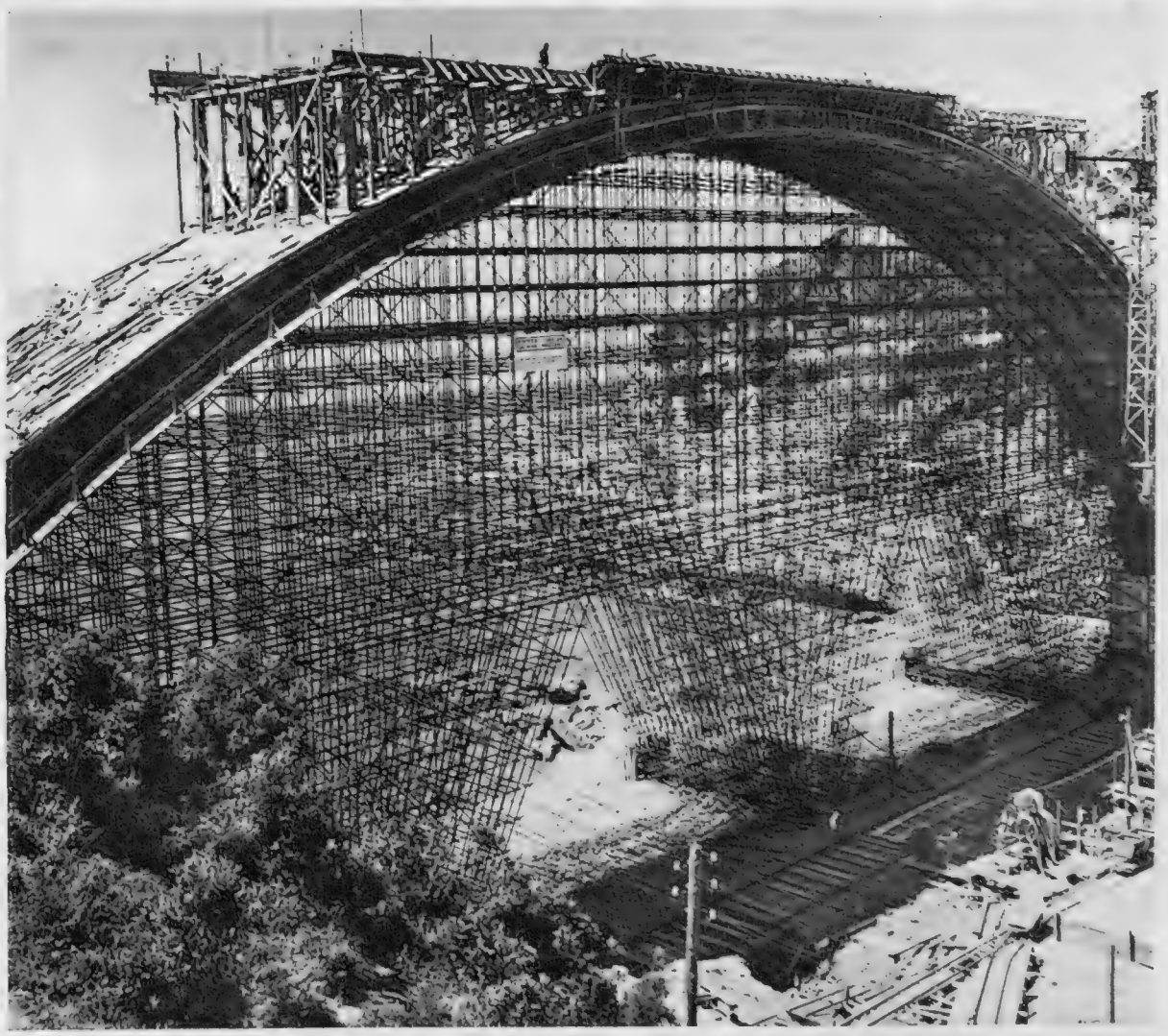
WORK BEGINS ON "THE PEACE BRIDGE" AT FRANKFURT-ON-MAIN : Looking down from the steel framework of a new, thirteen-storey office building on the cofferdams which a sunk for the reconstruction of the piers of the new 1,000,000-dollar bridge which will be 350 yards long and 100 ft. wide. The opening ceremony is scheduled to take place Since 1945 a make-shift bridge has carried traffic across the Main, but a steady increase in traffic has rendered it quite inadequate. The original bridge was destroyed by retreating troops in the last days of the war. Frankfurt (the ford of the Franks) has for centuries been a centre of European traffic, and in medieval times it lay astride the main trade rou Italy and the Near East to Flanders and Britain. In modern times it has been an important inland shipping centre, since by way of the Main-Danube canal a through traffic of b to 1,200 tons is possible. Before the war it was the headquarters of I. G. Farbenindustrie. Bomb damage at Frankfurt during the war was probably only exceeded at Munster and

ECTING THE CIRCLET OF STEEL WHICH WILL BEAR THE WEIGHT OF THE DOME OF DISCOVERY : Work in progress on one of the main upstream features of the Great Exhibition of 1951. Several strikes on the site have delayed the work, but at the time of writing all is going ahead according to schedule

THE ROYAL ENGINEERS AT WORK : They are assembling sections of the Bailey bridge which is being run out across the river on pylons. The bridge will provide foot passengers with a direct link between Charing Cross and the grounds of the Exhibition of 1951. (See page 21 of this issue)

NEW CONSTRUCTION IN THE AGE OF STEEL AND CONCRETE

In London, Frankfurt-on-Main, and Leghorn



On right—

A VAST CANTILEVER BRIDGE IS SET UP ACROSS A VALLEY NEAR LEGHORN : The new bridge, which takes the place of a structure destroyed by Royal Naval bombardment, represents part of a large road reconstruction scheme launched by the Italian Government. The mass of scaffolding within the arch supports the shuttering on which the concrete arch has been poured. Above the concrete arch the carriage-way is now in course of construction. The system of construction differs very markedly from that now largely being employed in France, where prefabricated concrete is proving both effective and economical

The GERMAN SCENE, SUMMER 1950

Two Generals Take Their Leave : Berlin's Alfresco Cinema : Defence Measures Beside the Rhine

FAREWELL TO BERLIN : Lieut.-General Clarence Huebner, retiring commanding General of the United States Army in Europe, inspecting a guard of honour of American troops at a farewell parade prior to his departure from Berlin. Major-General Maxwell D. Taylor, the United States commander in Berlin, is seen on the extreme left. The smartness of the negro colour-party won general admiration

GENERAL ROBERTSON BIDS GOOD-BYE TO HIS COLLEAGUES IN BERLIN : The British High Commissioner in Germany, who is shortly to take military command in the Middle East, acknowledging applause after addressing a special session of the West Berlin City Government in the Schöneberg Town Hall in the United States Sector. Seated on the left is Mr. John McCloy, the United States High Commissioner, and on the right is M. François-Poncet, the French High Commissioner and in pre-war days a French Ambassador to Berlin. Later in the same week Sir Brian was back in West Germany, and at the University of Bonn he delivered a farewell address to members of the Press

EVIDENCE OF DEFENCE PREPARATIONS BESIDE THE RHINE : This Rhineland road, following the course of the great river, has been studded with concrete manhole caps. It is explained that in the event of war the Rhine highway would be barred to vehicles by high-explosive charges being placed in the holes and detonated. The section of the road depicted here is in the neighbourhood of the Lorelei Mountain, a famed resort. Key roads and bridges throughout Western Germany have been similarly prepared for quick destruction in the event of hostilities

BERLIN ENJOYS THE DELIGHTS OF "THE OZONER" : Berlin's Waldbuhne Stadium as over 20,000 spectators gathered there for the first performance of the American colour film *Robin Hood*. Except for some of the seats at the side, the stadium was practically full and everyone had a perfect view, the screen being enlarged. The Ozoner, as it is called, is now a regular feature of American life, and many of the open-air cinemas have parking-places for cars. It is reckoned during the summer months that a very high proportion of American film shows takes place in the open air. Whether Germany will adopt the idea wholeheartedly is a moot point. In the background of this picture can be seen the outlines of the reconstructed West Berlin power station

THE BATTLE OF THE BARGES IS ON AGAIN : Some of the thirty-four barges which were held up in the Charlottenburg Lock, in the British Sector of Berlin, after the West Berlin City Government had imposed slow-down checks as a retaliation for Soviet barge slow-downs imposed a few weeks ago at Wettenberge. The barge in the foreground belongs to the City of Potsdam, in the Soviet Zone. The bargemen are getting quite used to these hold-ups, and treat them philosophically enough

TOTTERING TO ITS DOOM : Billowing smoke envelopes the tower of the Soviet Sector's famed "Georgen Church," as it begins to crash down on being blown up by East Berlin city authorities. The 350-ft. tower was a well-known landmark on Alexander Platz, the city's main square. Despite protests by church officials, the authorities insisted on blowing up the tower, claiming that it was near collapse. Church officials denied that there was any danger of the tower collapsing, but said it had been weakened by subway traffic

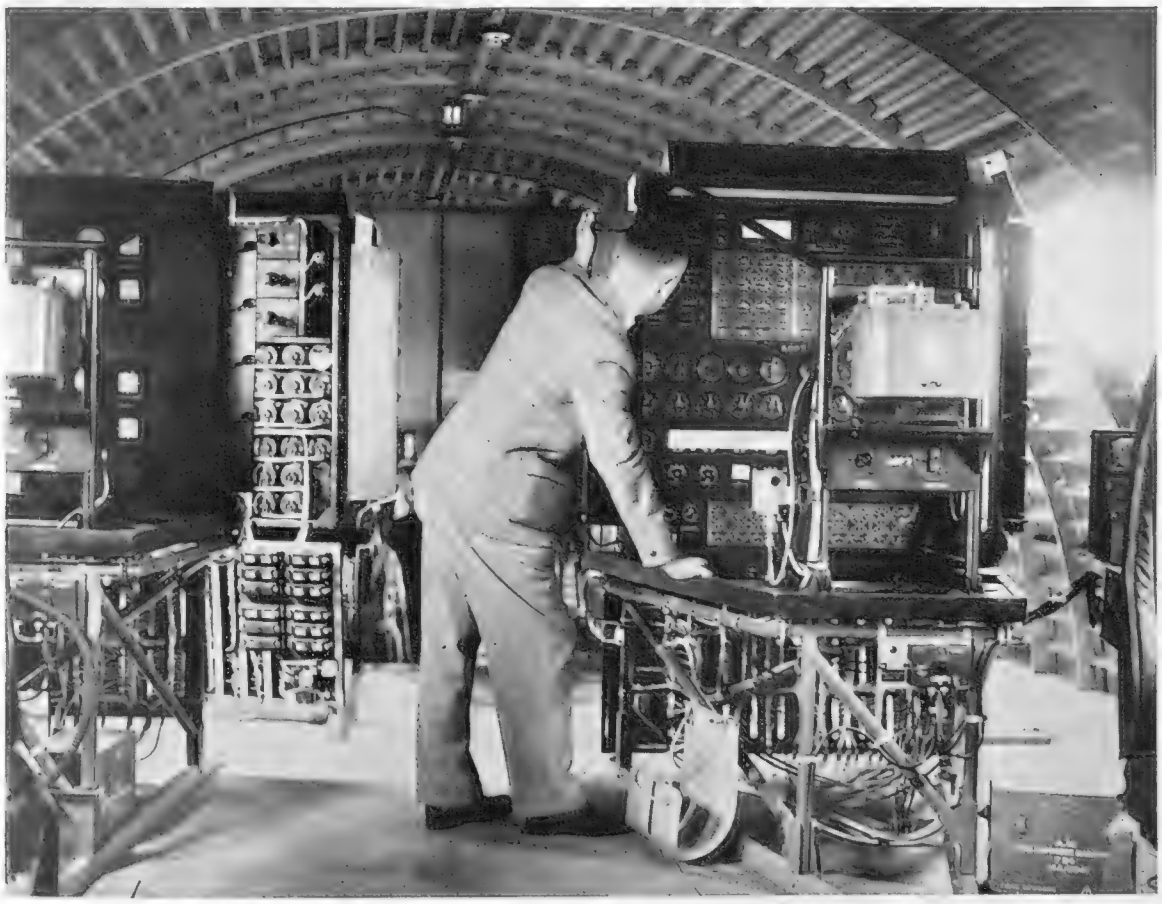
INSIDE THE 130-TON BRABAZON

The First Interior Views of the "Queen Mary of the Skies"

LOOKING THROUGH TO THE PILOT'S COCKPIT IN THE BRABAZON I, THE LARGEST CIVIL AIR-LINER IN THE WORLD : At the controls is Bill Pegg, chief test pilot of the Bristol Aeroplane Company, who has flown the Brabazon throughout her development trials and who brought her to London the week before last. The interior pictures on this page are the first to have been taken within the Brabazon. The mighty air-liner made her maiden flight in September 1949

THE PILOT'S VIEWPOINT : Looking from the cockpit of Brabazon I during a test flight. Behind the pilot is the flight engineer's compartment, one of the instrument panels of which can be seen in the picture on left

THE WHOLE OF THE SPACE AMIDSHIPS IS A MAZE OF DIALS, WIRES AND SWITCHES : Here Mr. J. Peniston, the chief flight-test engineer, and his assistants keep a check on the performance of the Brabazon during flight. On their findings will depend modifications which will be made in subsequent versions of the air-liner



PART OF THE FLYING LABORATORY : Packed in the fuselage of the Brabazon are these instrument dials and oscillographs. To save time in checking the Brabazon's performance, all instrument readings are recorded photographically or plotted automatically for analysis in the flight-research laboratory. One of the cameras can be seen attached to the panel on the right

When the Brabazon flew for the first time in September 1949 she started a long series of development trials which are by no means complete yet—trials which are paving the way for the fleet of Brabazons which will, it is hoped, one day fly non-stop above the weather from London to New York and back at cruising speeds in the vicinity of 350 m.p.h. To facilitate these trials the fuselage of the prototype machine has been packed with instruments, and indeed, there are over 1,000 dials that have to be watched and recorded. To do this recording with the minimum of difficulty, two types of camera are used. For those panels where readings remain approximately constant during one condition of flight, the period between photographs may vary between 10 minutes and 2 seconds. For this purpose, a negative 5 ins. by 5 ins., large enough for 170 dials, is used. Where the rate of change of dial-reading is higher, photographs may be taken at as high a rate as four a second.

The prototype Brabazon may never be used commercially on the New York run, though her possibilities for trips at excursion rates have been suggested. Brabazon II, now well on the way towards completion, will be powered by gas turbines.

ONE OF THE REAR CABINS OF THE FUSELAGE HAS NOW BEEN FURNISHED : Here the comfortable seats are placed six abreast, three on each side of the gangway. There are twenty-six seats in all, and when the instruments are moved out there will be room for 100 seats

THE NEW SILHOUETTE IN THE SKIES : The Brabazon seen from the ground as she circled above London Airport

C

THE FLYING PETROL PUMP IN THE U.S. AIR FORCE—A B-50 D SUPERFORTRESS MEDIUM BOMBER BEING REFUELLED BY A B 29 TANKER (RIGHT): This new system of refuelling developed by the Boeing Aircraft Company is carried out by means of a fuel pipe which is telescoped from the tail of the tanker. The receiving plane flies in towards the rigid pipe and grips it in a fuel-tight joint. Small surfaces, known as "ruddevators," control the boom from side to side and up and down. The "ruddevator" leading edges are covered with B. F. Goodrich heated rubber anti-icers (dark areas), thus permitting all-weather operation of the flying petrol pump. When the tanker is taking off and landing the boom is held horizontally by the extending support seen in the picture. It is claimed that this technique permits bombers to refuel more rapidly and at greater altitudes than by the flexible hosepipe system previously used. The pioneers of the flying petrol pump are the British firm of Flight Refuelling Ltd., sponsored by Sir Alan Cobham. In 1948 they impressed the aviation world by a series of demonstrations of their technique with the aid of a tanker and a jet Meteor, the former supplying the latter with enough fuel to cover over 3,000 miles during a succession of link-ups. Boeing Aircraft are much later in the field with their method, which clearly owes much to British inventiveness

THE MOST SPECTACULAR AIRCRAFT-CARRIER CRASH OF THE WAR—A PICTURE NOW RELEASED BY THE UNITED STATES FORCES OVER FIVE YEARS AFTER THE EVENT RECORDED: A U.S. Navy F4U fighter heading in towards the "island" of the carrier *Prince William* after bouncing off the deck during a test landing on February 24, 1945. The right wing of the machine struck the "island"

THE U.S. FORCES AT WORK

Bomber Refuelling in Mid-Air; The Marine Helicopter Squadron; The Stratojet's New Ro

NOW IT CAN BE TOLD

Another Story that was Withheld in War

The Second Great War was of stories which for sec reasons had to be filed away, few have been left in cold st so long as the story of the between the F.U. fighter and carrier *Prince William*, which curred over five years ago. A ently the young pilot, John Laney, missed the arrester stretched across the deck of carrier and then hurtled head into the "island" superstru of the carrier. All the fire-fi forces of the ship had to be shalled to save Laney and t the superstructure from destru

THE U.S. MARINE HELICOPTER SQUADRON No. 1 AT SEA—GIANT TRANSPORT HELICOPTERS ON THE FLIGHT-DECK OF THE CARRIER "PALAU" READY TO LOAD TROOPS AND EQUIPMENT: The Americans are the first to use helicopters as combat aircraft, their function up to now having been as fleet postal carriers and liaison aircraft

The giant transport helicopters of No. 1 Squadron, U.S. Marines, nicknamed the "flying bananas," are designed to carry fully-armed sections of eight or nine men per plane from ship to shore during amphibious operations, and they constitute yet another facet of the varied striking power of the United States forces now co-ordinated under the Department of Defence. It is pointed out that carriers thus equipped would be widely spaced in action, for the warship, without her usual brood of fighters, and with only her own dual-purpose guns to defend her, would be a considerable target. The Marine Corps School at Quantus, Virginia, is developing the tactics and technique of helicopter transported landings. The helicopter, as a military conveyance, possesses certain distinctive characteristics which can enhance the speed and flexibility of ship-to-shore operations. It can fly in from different directions, circumventing powerful beach defences, and land accurately in any desired position and formation. At present, however, the helicopter is restricted in load-carrying ability, range, speed and, to some extent, in mechanical reliability.

E STRATOJET AS AN ATOM-BOMB CARRIER—A NEW BOEING B 47 USING A ROCKET-ASSISTED TECHNIQUE WHEN LEAVING KIRTLAND AIR FORCE BASE, NEAR ALBUQUERQUE, NEW MEXICO, WITH A HEAVY BOMB-LOAD: The test was held to determine the ability of the Stratojet to carry very heavy loads of the type which would be demanded in atomic warfare. Details of the tests have not been announced, but Boeing's declare that the U.S. Air Force is ordering Stratojets in quantity and in a hurry. This was the machine which created such a surprise in February 1949 when it broke all bomber records by flying across America from Washington State to Washington, District of Columbia, covering 2,289 miles in 226 minutes at an average speed of 607.2 m.p.h. That flight not only gave a glimpse of the Stratojet's powers, but of what bomber interception may mean in the near future, and it raises the question whether fighters, as we know them to-day, would be of any avail against the new high-speed bombers

E F4U FIGHTER PILES UP AGAINST THE "ISLAND" OF THE AMERICAN AIRCRAFT-CARRIER "PRINCE WILLIAM": These three pictures show exactly what happened in the crash when Lieutenant John H. Laney bounced his machine between the arrester wires on deck and then hurtled into the superstructure of the carrier. One wing was torn off and Laney was pinned inside his machine, which caught fire as large quantities of petrol flowed from the tanks. In the picture *in the centre* members of the crew of the *Prince William* are fighting to put out the flames. Laney sustained some very serious burns and five deck-hands were also injured

THE SEA WASP, A CONSTANT MENACE TO BATHERS OFF THE COASTS OF NEW SOUTH WALES AND SOUTH AUSTRALIA: The sea wasp's sting can be very painful, but not to the same degree as its tropical counterpart, the "Carybdeid Medusa," which can kill a man in three minutes, more quickly than the most venomous snakes of Africa or South America

AGGRESSION FROM THE SEA

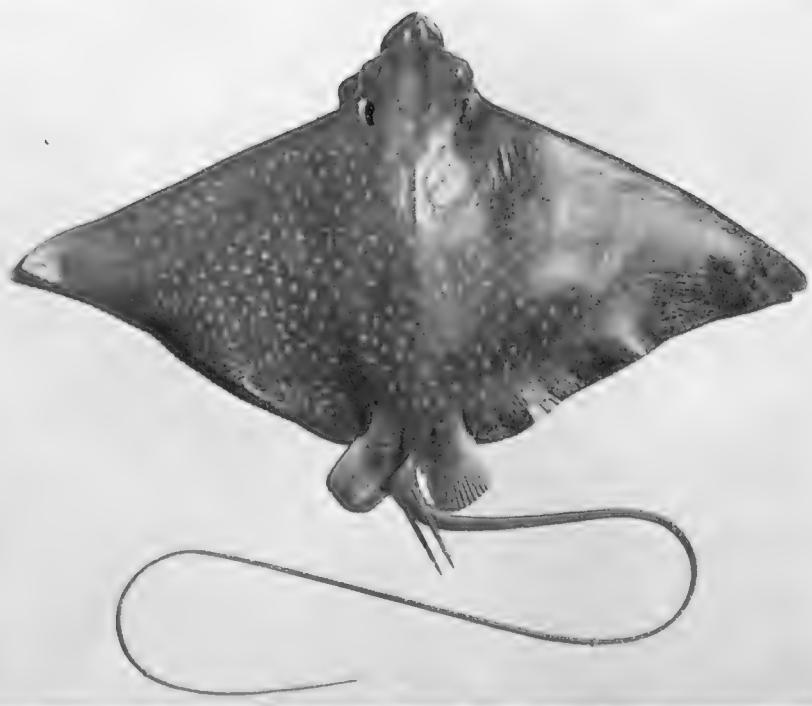
Some of the Strange Fish Which Lurk Round Australia's Coast

Every year marauding sharks take their toll of unwary swimmers in the waters around Australia, New Zealand and the Northern Islands. But these monsters are not responsible for all the deaths and near fatalities.

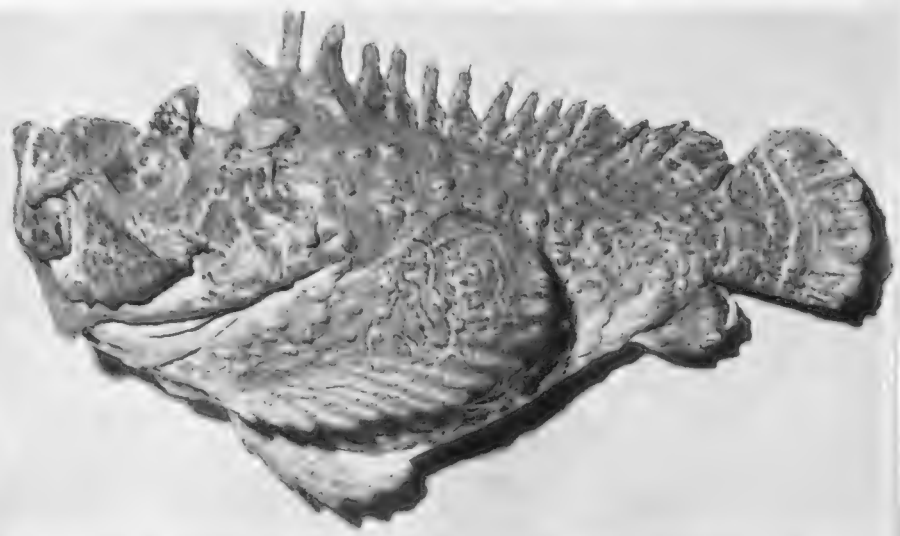
Some of the worst killers are also the smallest. The sea wasp, for instance, although not very large, is recognised as one of the deadliest organisms known. It can kill a man in three minutes. Myriads of tiny, charged batteries cover the long tentacles. When touched, they inject thousands of minute arrows containing poison into the skin to attack nerve centres. The medical term for this poison is neuro-toxin. It has a similar effect to the bite of a redback or funnel-web spider, but is much more potent.

The sea wasp also attacks marine organisms on which it lives, but uses less poison to paralyse its prey than it would against a larger target such as the human body.

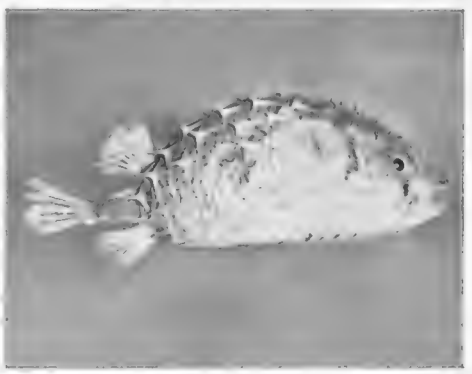
Pictures on this page, taken by courtesy of the Australian Museum in Sydney, show some of the more deadly forms of marine life to be found in the waters of the south-west Pacific and the nearby Indian Ocean on Australia's western shore.



THE SPOTTED EAGLE RAY, SOMETIMES CALLED "THE SCOURGE OF THE SEAS": This monster, which belongs to the menacing sting ray family, can inflict severe wounds with its long barbed tail. Some of the sting rays grow to as much as 14 ft. in length



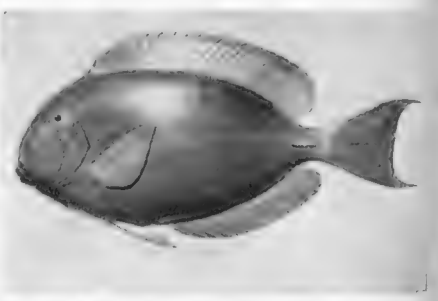
APTLY NAMED THE "SYNANCEJA HORRIDA": It is commonly known as the nofu or stone fish, and is frequently found around the Queensland coast, an ever-present menace to bathers. This specimen was discovered off Thursday Island in the Torres Strait, North Australia. The spikes and some glands at the back of the head secrete a virulent poison which, if injected into human flesh, causes instant and agonising pain. The dorsal spikes can penetrate sandshoes. Countless casualties are caused by this ugly-looking customer, which grows 2 ft. in length and has the ability to pick its surroundings so that it closely resembles the stones and weeds lying on the seashore



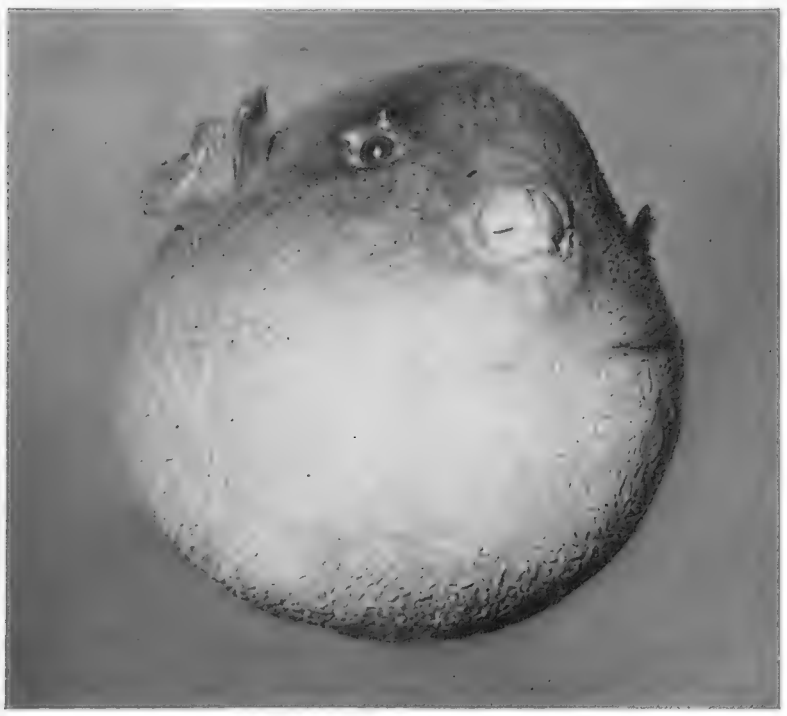
THE PORCUPINE FISH (DIODON HYSTRIX): This creature is very similar to the toado, but is festooned with long spikes. It has two teeth in its typically parrot-like beak

THE BOX FISH IS ENCLOSED IN A HARD, BONY ARMOUR FORMED OF MODIFIED SCALES: The only openings in the shell are for eyes, mouth and fins. It can defy almost any aggressor except, of course, those which choose to swallow it whole

THE FORTESQUE: This relative of the common bull-trout has a most painful but rarely fatal sting. Its yellow and brown striped body provides excellent camouflage in its usual home, the seaweed beds. The fortesque seldom exceeds 6 ins. in length



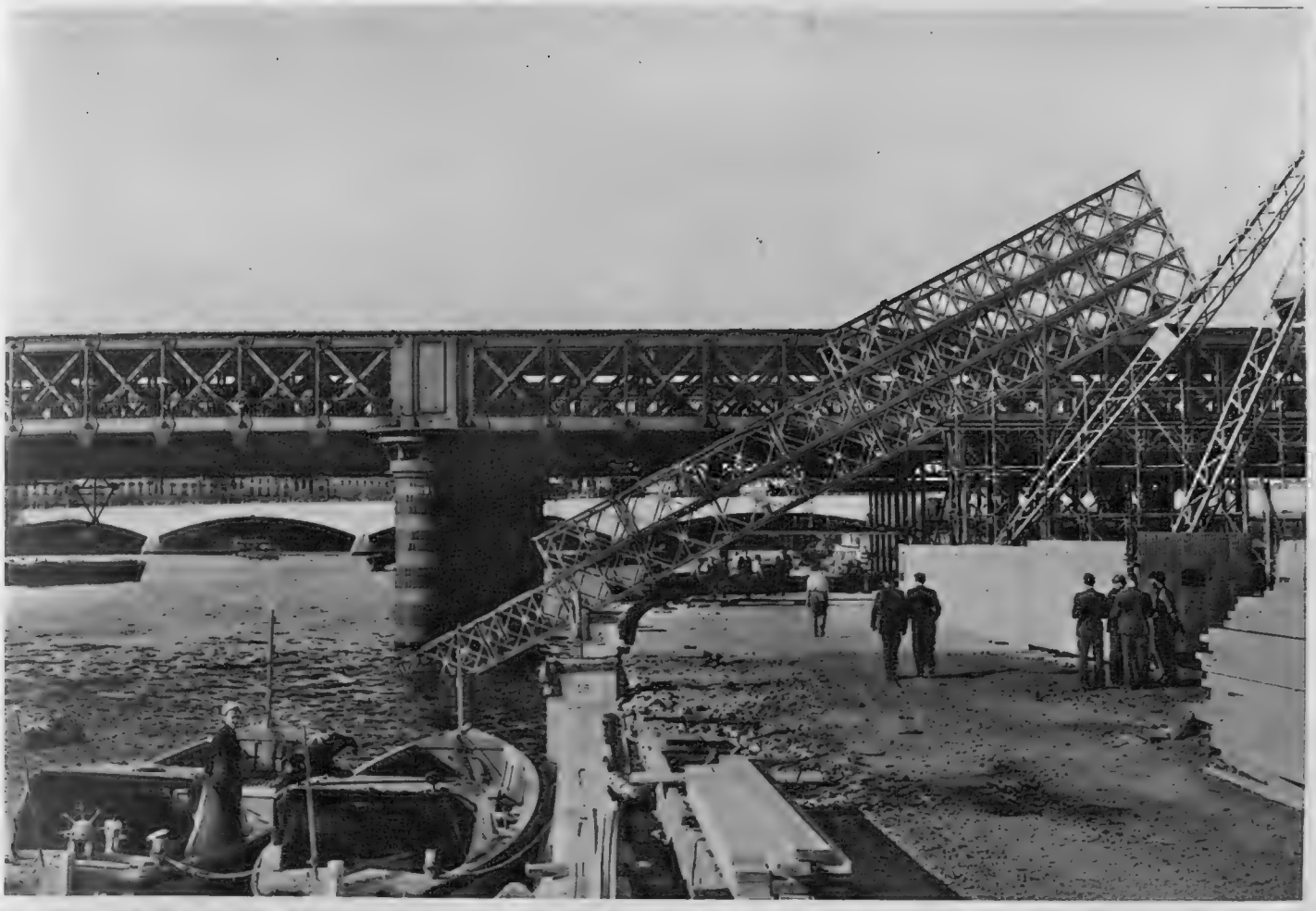
THE SURGEON FISH: This unpleasant specimen, known as the "Teuthis Grammoptilus," has a movable spike on each side of the tail. This can make a nasty gash if it comes into contact with the human body. During the war when Servicemen bathed on beaches in North and North-Eastern Australia, many of them suffered severe cuts. The surgeon fish is believed to have been the aggressor



THE TOAD FISH, TOADO, OR PUFFER FISH: When disturbed he blows himself up in this fashion, and his four beak-like teeth are also a means of defence. The flesh is poisonous to eat, but in other respects the fish is harmless to humans. The puffer is usually found in shallow water

LONDON'S BAILEY BRIDGE MISHAP

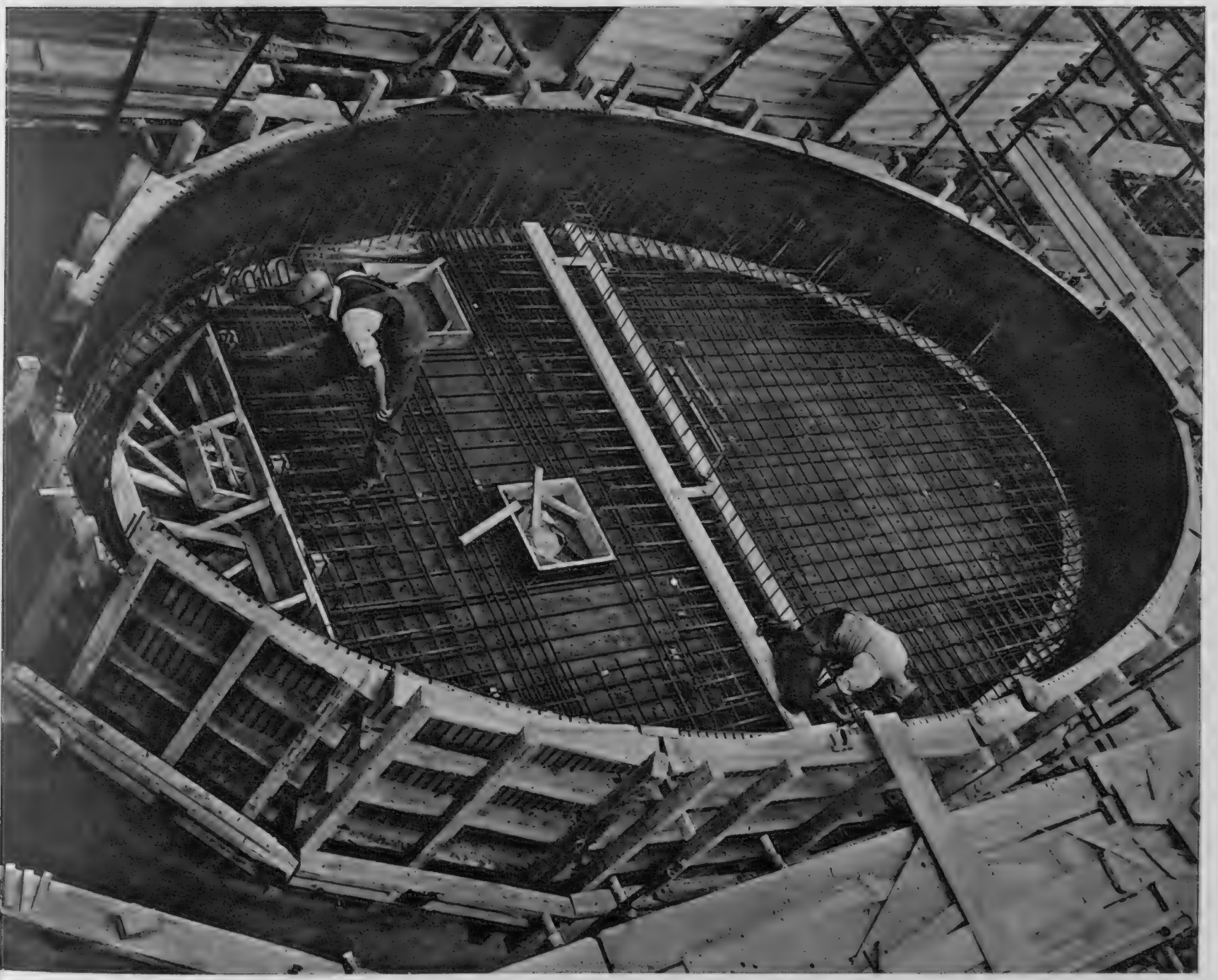
The Sappers Meet With Misfortune in Preparing to Span the Thames for the Great Exhibition



THE FIRST SPAN OF LONDON'S NEWEST BRIDGE FALLS INTO THE THAMES: This was what happened when the span was being edged out from the South Bank of the river by the men of the Royal Engineers engaged in the construction of the bridge which will link Charing Cross with the Festival of Britain site. When 50 ft. from the first timber pile the span plunged into the river

On left—

Men of the 36th Army Engineer Regiment, who have been at work for some weeks past on the construction of the new Bailey bridge across the Thames, which will facilitate access from Charing Cross to the Great Exhibition of 1951, had a disappointment last week when they saw some of their handiwork disappear into the Thames. The first span, which was being moved across the stream on rollers, slid forward and buried its nose in the soft mud of the river-bed, about 40 ft. of the span being under water. It was not long before the span had been raised back into position, and work continued normally. On the night of the mishap troops worked under floodlights dismantling part of the fallen span.



TO PROVIDE FRESH AIR FOR THE GREAT CONCERT HALL NOW RISING ON THE SOUTH BANK OF THE THAMES: Men at work on one of the giant air ducts of the hall, a massive piece of constructional work resembling a ship's funnel. The concert hall, costing £2,000,000, is to be the only permanent building on the exhibition site. Work on the concert hall is well advanced, even though strikes on the exhibition site have of recent weeks tended to delay matters

THE "LAMMERMUIR" BREAKS NEW GROUND—THE 700-TON TRAWLER, BUILT BY MESSRS. LEWIS OF ABERDEEN AND ENGINED DOXFORDS OF SUNDERLAND, LEAVING THE RIVER WEIR WHEN BOUND FOR HER TRIALS IN THE NORTH SEA: The *Lammermuir* is outstanding interest, as she is the first vessel to be fitted with a Doxford 3-cylinder opposed-piston oil engine, a perfect replica of giant Doxford engine used in supplying power to big freighters and merchant vessels. The virtues of this engine for trawler work are tha is robust and reliable, being capable of giving steady service in all weathers and of maintaining an even, economical cruising sp With Britain's trawler fleets for the most part urgently in need of engine replacements, the Doxford concern believe that they have perfect answer to the deep-sea fisherman's problem. A feature of the *Lammermuir's* equipment is her high-speed electric w

NEWS FROM BRITISH YARDS

New Tonnage and Reconditioned Ships Go into Service

In the years between the wars cruising grew immensely in popularity as a mode of summer holiday-making, and there was hardly a shipping line that did not have its share of the "floating hotel" trade. When the Orient liner *Orcades* recently left London with 1,172 passengers on board she inaugurated the post-war cruising programme, which has been made possible by increased relief from currency restrictions. The P. and O. Company are also inaugurating a cruising programme this year, but most of the other big companies are waiting until 1951 before they re-enter the field. On the *Orcades'* cruise, including calls at Malta, Casablanca, Lisbon and Naples, with organised excursions to Monte Casino, Sorrento, Pompeii and Rome, the Treasury allowed passengers to take ashore £20 in Malta, 30,000 lire (about £17) in Naples, 25,000 francs (about £25) in Casablanca, and an unlimited number of escudos in Lisbon. Except for £5 in notes and £1 in silver, all the money passengers took aboard had to be in travellers' cheques.

It was expected that passengers would spend much of their spare cash on board the *Orcades* particularly as most English goods in the ship's shop are sold less purchase tax.

THE "ORCADES" STARTS HER SUMMER CRUISING PROGRAMME AND SETS THE PACE FOR BRITAIN'S PASSENGER FLEETS: The 28,000-ton Orient leaving Tilbury on a fourteen-day cruise to Malta, Naples and Lisbon, the first British cruise to the Mediterranean for eleven y On the voyage she carries a supernumerary captain, staff commander, chief engineer, purser and chief steward, all of whom wil acquaint themselves with the problems of cruising as they affect their own departments. The *Orcades*, which ran her trial November 1948, takes the place of the 23,500-ton vessel built in 1937 for the Australia run and sunk during the war off the Cape of Hope. Her speed of 22½ knots enables her on the Australia run to make the passage between England and Melbourne in twenty-eight

THE LAUNCH OF THE 8,000-TON MOTOR VESSEL "ASCANIUS" FROM MESSRS. HARLAND AND WOLFF'S BELFAST YARD: This new motor-driven cargo and passenger liner is being built for Messrs. Alfred Holt and Company. Harland and Wolff are also constructing at Belfast for the same company the *Ixion*, an 11,000-ton turbine-driven cargo and passenger liner. *Ascanius* will operate on Alfred Holt's Far Eastern service, her terminal port being Hong Kong. She will probably ship hemp from the Philippines, and will also pick up much of her cargo at Singapore. The 11,000-ton *Ixion* is scheduled for the Australian trade

YET ANOTHER NEW TANKER FOR THE ANGLO-IRANIAN OIL COMPANY: The new 12,250-ton *British Builder* entering the water from the yards of Messrs. William Doxford and Son at Sunderland. She was christened by Mrs. J. M. Wilson, wife of the constructional architect of the Anglo-Iranian Oil Company. The British Tanker Company, shipping organisation of the Anglo-Iranian Oil Company, lost forty-four ships by enemy action during the Second World War out of a total pre-war fleet of ninety-three ocean-going tankers. By December 1948 the company was able to announce that the tanker fleet had been largely restored

THE "CARNARVON CASTLE" SAILS FROM SOUTHAMPTON ON HER POST-WAR MAIDEN VOYAGE: The 20,000-ton South African mail steamer, one of the vessels of the Union Castle Fleet, leaving Southampton following her reconversion and reconditioning at Belfast by Messrs. Harland and Wolff. The alterations to the vessel have been most extensive, and she is now fitted to take 1st and tourist class passengers only. There has also been a notable improvement in the crew accommodation. The return of the *Carnarvon Castle* to the regular African mail service allows the *Durban Castle*, temporarily employed on the Mail Service, to join the Union Castle's Intermediate Fleet operating from the Port of London

THE NEW CROSS-CHANNEL STEAMER "BRIGHTON," ON HER MAIDEN VOYAGE ON THE NEWHAVEN-DIEPPE ROUTE: The vessel is owned jointly by British Railways and the Société Nationale des Chemins de fer Français, and was launched last October at Dumbarton by Madame Lemaire, wife of the President of the International Union of Railways. The 2,875-ton ship entered into service during the first week of June and will do much to ease the cross-Channel holiday traffic. The *Brighton* is the sixth ship to be so named and replaces a predecessor which was bombed and sunk in Dieppe Harbour in 1940 whilst serving as a hospital-carrier evacuating wounded troops. Built by Messrs. William Denny and Bros., of Dumbarton, the *Brighton* has an overall length of 311 ft., a speed of 24 knots and is designed to carry 1,450 passengers. Two notable features of this vessel are the steel tripod masts, which are the first to be fitted to a cross-Channel steamer and which avoid the necessity of fitting stays and shrouds; and secondly, a large, streamlined funnel which is in aluminium. The ship has four decks with passenger accommodation on each. The Mayor and Corporation of Brighton have presented a painting of the Royal Pavilion to the ship

CAMPBELTOWN CELEBRATES THE 250TH ANNIVERSARY OF ITS ELEVATION TO BE A ROYAL BURGH: This was the gathering of civic dignitaries, distinguished visitors, and citizens at the Market Cross at which Provost Greenlees recalled the granting of the charter, which was put into effect by legal sasine, a ceremony which was repeated on this 250th anniversary. Campbeltown, named after the Campbells of Argyle, lies just over 80 miles south-west of Glasgow

CAMPBELTOWN'S PROVOST TAKES SASINE

And Other Aspects of the Home News in Pictures

BENEATH CAMPBELTOWN'S CELTIC CROSS: *Left*—The Town Clerk, Mr. A. I. B. Stewart, reading from the burgh's original charter at the 250th anniversary gathering. *Right*—Sheriff Aikman Smith handing over the sasine to Provost Greenlees, with the Duke of Argyle looking on. The sasine in Scottish lore is a symbol of property transference

Through the interest of the Campbells, who are st the overlords and from whom it takes its nam Campbeltown became a royal burgh in 1700. The 25t anniversary of that event was celebrated with civic pom last week, and there was a repetition of the origin implementation of the charter by legal sasine. To a fanfa of trumpets and roll of drums the Town Clerk unrol the huge parchment bearing the town insignia, the ancie seal, and the translation of the original document, fro which he read extracts. Sheriff Aikman Smith then gav sasine to the Provost by token of earth, stone and twi representing the land and produce of the burgh, whi he handed to the Provost on a silver salver. Replyin the Provost said: "I, Provost of Campbeltown, by m acceptance of this earth and stone and this twig, ta sasine of the Burgh of Campbeltown." Following th singing of Psalm 100, led by Campbeltown Gae Choir, the procession, preceded by the pipe ban playing "Highland Laddie," returned to the Town Ha

TRADITIONAL MERRY-MAKING ON THE VILLAGE GREEN IN HONOUR OF AN ENGLISH SAINT—A MEDIEVAL CUSTOM ON ST. BOTOLPH'S DAY AT NORTHFLEET, KENT: The vicar of the parish church, the Rev. A. E. M. Johnson, with Miss Joan Greenwood, the local May Queen, on his right, and Miss Stella Dabson, the church-sponsored Beauty Queen, and Mr. B. W. D. Cooke, Town Crier, on his left, take part in a dance outside the lych-gate entrance to the church during the Patronal Festival celebrations. During the merry-making the parishioners formed a circle and drank mulled wine from a two-handled loving-cup. This revived custom at the riverside town on the lower Thames forms part of the vicar's plan to reintroduce the real old Merrie England into the modern-day church. St. Botolph lived in the seventh century

BEFORE THE PROCLAMATION OF THE 1951 WELSH NATIONAL EISTEDDFOD: The Archdruid of Wales, the Rev. William Evans, is seen crowning his successor, Rev. A. E. Jones, at Llanrwst, before the proclamation of next year's Eistedd on the ground where it will take place. Hardly a district in Wales does not ho local Eisteddfod at least once a year, and the National Eisteddfod is held in North and South alternately during the first week in August. The custom of proclaiming the festival a advance dates from ancient times, and there is a record of a festival held by Lord Rhys in Ca Castle in 1176 having been proclaimed in Wales, Ireland, Scotland and England: 1950 the 500th anniversary of the great Eisteddfod at Carmarthen. It was not until 15 Carmarthen that the Gorsedd, with its bardic rites, came into the framework of the Eist

AMID THE SUMMER GLORIES OF ESKDALE : Mr. George Tomlinson, Minister of Education, speaking from the terrace at the inauguration of Gatehouse, the Outward Bound Trust's Mountain School. The school is the Trust's latest acquisition in its efforts to give boys a month's course in leadership and outdoor sports. Gatehouse was formerly the home of Lord Rea

IN THE GROUNDS OF GATEHOUSE, THE TURRETED MANSION IN ESKDALE WHICH HAS JUST BEEN OPENED AS THE FIRST MOUNTAIN SCHOOL OF THE OUTWARD BOUND TRUST : Here, amid the glorious scenery of lakeland and fell, nearly fifty boys from all walks of life are undergoing a rigorous four-weeks course. The Trust, a voluntary body, plans to provide here eleven courses a year in mountain-craft, canoeing, forestry and rescue-work. Youths between fifteen and nineteen-and-a-half are sent by parents or employers to receive physical and mental hardening, as members of a team. The charge is £17 10s. The warden at Gatehouse is Mr. Adam Arnold-Brown, who represented Cambridge University at ski-ing and accompanied its glaciological expedition to Norway. Lord Rowallan, the Chief Scout, addressed the boys after Mr. George Tomlinson had inaugurated the school, and spoke of the "concentrated shock treatment" given at Gatehouse. He also spoke of the determination of the Outward Bound Trust to extend its educational adventure to other parts of the country. He said that after twenty-six days at the school a young man should leave with a new determination in life and an unshakeable resolve to do a job and to do it well

THE NEWLY-APPOINTED GERMAN CONSUL-GENERAL ARRIVES IN LONDON : Dr. Hans Schlange-Schoeningen, the first German oversea representative to be appointed since the war, seen with his wife and Herr Oscar von John (left) and Dr. Bruno Richter (right) on arrival. Dr. Schlange-Schoeningen has been a key man in West Germany's economy as head of the Department of Food and Agriculture. He is a former cavalry officer, and at one time served in the Riechstag. The Consul-General's appointment has been described as "the first real step in re-establishing Germany's contacts abroad"

ELIMINATING ONE OF THE LAST OF LONDON'S LEVEL-CROSSINGS : The almost completed road running under the newly-completed bridge of the Central London Line at Leytonstone. The bridge was put into position in sections without the interruption of rail traffic. The road will be officially opened in September. It will carry traffic through Shoreditch out on to the Newmarket and Southend roads. The level-crossing was for years a cause of annoyance, particularly during the Bank Holiday rush

SPEEDING THE PROGRESS OF ELECTRIFICATION IN THE AGRICULTURAL AREAS OF THE WEST MIDLANDS : These three pictures show in operation the mechanical pole-hole digger used in the Cheltenham district of the Midland Electricity Board to speed up the programme of bringing electricity to the farms. The machine bores a hole 5 ft. deep in one minute and the attached tackle hoists the pole into position in about three minutes. Digging by hand would take between two and three hours per hole. In the past two years electricity supplies have been taken to about forty farms in the Cheltenham area, and before long very few of them will be without supplies

MARIA TALLCHIEF IN "FIREBIRD": Maria's father is an Osage Indian and her mother is part-Irish. She was born on an Indian Reservation at Fairfax, Oklahoma

TANAQUIL LE CLERCQ IN "BOURREE FANTASQUE": Miss Le Clercq began her training under Mordkin at the age of seven. After attending Cape Cod School of Music she won a scholarship at the School of American Ballet

THE YOUNG TORONTO DANCER MELISSA HAYDEN: She came to New York in 1945 after studying for four years in Canada with the famous Volkoff Ballet

BEATRICE TOMPKINS: This pupil of the School of American Ballet has had two years with New York City Ballet

STARS OF NEW YORK CITY BALLET

The Company to Make its European Debut at Covent Garden

On July 10 the New York City Ballet, that fast-growing product of the School of American Ballet and of the partnership of George Balanchine and Lincoln Kirstein, makes its European debut at the Royal Opera House, Covent Garden, when the programme will start with *Serenade*, *Age of Anxiety* and *Symphony in C*. The repertory will include a number of ballets which are being presented in Europe for the first time, among them Balanchine's revival of *Firebird*, and his fine ballet *Orpheus*, which America first saw in 1948.

"PAS DE DEUX ROMANTIQUE": Herbert Bliss and Janet Reed. Bliss is one of the New York City Ballet's leading male dancers. He is a skilled choreographer

MELISSA HAYDEN AND HAROLD LANG IN "THE DUEL": Harold Lang entered ballet through the San Franciso Ballet School

NICHOLAS MAGALLANES AND TANAQUIL LE CLERCQ IN "ORPHEUS": Magallanes has appeared in musical shows, and he has also appeared as a soloist with the Catherine Littlefield Ballet. *Orpheus* is one of George Balanchine's new ballets

DANCING IN BIZET'S "SYMPHONY IN C": Tanaquil Le Clercq and Franciso Moncion in the ballet which Balanchine created for Toumanova and Tallchief at the Paris Opera. Moncion, a citizen of the United States, went to America at the age of four from his home in Dominica

A HAWKING PARTY OF THE FIFTEENTH CENTURY: This was one of the episodes in the historical pageant given at Penshurst Place, Kent, home of Lord De L'Isle and Dudley, by students of the Costume School of the London County Council Central School of Arts and Crafts. The clothes for the pageant were designed and made by the students and represented many periods from medieval to Victorian. Penshurst has been the home of the Sidneys since Tudor days

PAGEANT AT PENSHURST

FASHIONS THROUGH THE CENTURIES DISPLAYED AT LORD DE L'ISLE'S HISTORIC HOME

Penshurst Place, that great demesne beside the Medway, famed as the birthplace of Sir Philip Sidney, spans architecturally a period of five centuries, and it was fitting enough, if only for this reason, that it should recently have been the scene of a pageant of costume spanning about the same period. The present owner of Penshurst, the sixth Baron De L'Isle, lent the grounds for the occasion to students of the Costume School of the London School of Arts and Crafts. The pageant was magnificently staged and re-created for a few brief hours some of the past glories of this great mansion. Penshurst Place has been throughout the ages the home of distinguished soldiers, and since early Tudor days it has been the home of one family, the Sidneys. The sixth Lord De L'Isle and Dudley is the former M.P. for Chelsea, who, as Major Sidney, was awarded the V.C. for his courage at Anzio. Lady De L'Isle is herself the daughter of a V.C., the late Field-Marshal Viscount Gort, commander of the British Expeditionary Force in 1939-40. Three of their four children took part in the pageant.

The first of the line to live at Penshurst was Sir William Sidney, Henry VIII's chamberlain. His son, Sir Henry Sidney, was a friend of Edward VI, and during his career under Elizabeth was successively Lord President of Wales and Lord Deputy of Ireland. Sir Henry was in due time outshone by his son, the famed Sir Philip Sidney, the hero of Zutphen, and one of the poets of the Elizabethan age.

HENRY VIII ESCORTS A LADY ALONG THE COURTYARD FROM THE BARON'S HALL: This picture of the historical pageant was taken from the entrance archway beneath the King's Tower built by Sir Henry Sidney, father of the great Elizabethan poet and warrior, Sir Philip Sidney

CHILDREN OF LORD AND LADY DE L'ISLE AND DUDLEY TOOK PART IN THE PAGEANT: The Hon. Catherine, wearing a costume of 1550 and carrying a racquet, the Hon. Philip, Lord De L'Isle's heir, also in fifteenth-century costume, and the Hon. Elizabeth in nineteenth-century costume

IN THE DAYS OF GOOD QUEEN BESS: One of the students of the Costume School of the London County Council Central School of Arts and Crafts and Catherine, second daughter of Lord De L'Isle

AS GEORGIAN ENGLAND GAVE PLACE TO THE VICTORIAN AGE: Jill Parker, Brenda Tanner, Stanley Mills, and Sheila Jackson walking across the lawns of Penshurst in costumes belonging to the days of King William IV

THE FALCONER AND HIS DUMMY FALCONS: Richard Demel shows his peregrines to Philip, son of Lord De L'Isle

ROYALTY AT THE WALLACE COLLECTION JUBILEE

The Opening of the William and Mary Exhibition in London

THE QUEEN AT SPRINGBOK HOUSE, LEATHERHEAD: The Queen receiving a bouquet from Elizabeth Moore, daughter of the Senior Technical Officer, on her visit to Leatherhead to open the new Hostel for Disabled Women, which forms part of Queen Elizabeth's Training College for the Disabled. With the opening of the new building the aim of training and resettlement of disabled men is extended for the first time to disabled women. The opening of the College was in 1935, when the Queen, as Duchess of York, visited Leatherhead

AT THE GOLDEN JUBILEE CELEBRATIONS OF THE WALLACE COLLECTION: The Queen and the Duchess of Kent followed by the King as they walked among the guests in the Long Gallery at Hertford House, Manchester Square, where there was a gathering of over 800 people representative of all walks of life. The only notable absentees were Members of Parliament. Sir Alec Martin, a Trustee of the Wallace Collection, the head of Christie's, and the honorary secretary of the National Art Collections Fund, welcomed the guests at the head of the staircase at Hertford House. Sir John Stirling Maxwell, chairman of the trustees of the Wallace Collection, was prevented by illness from attending. This was the first time the reigning sovereign on a formal occasion had visited this famous national collection

THE NETHERLANDS AMBASSADOR IN LONDON OPENS THE WILLIAM AND MARY EXHIBITION: Jonkheer Michiels van Yerduynen, with a magnificent Gobelin battle tapestry as background, inaugurating the exhibition of painting, sculpture, objects of applied art and historical relics at the Victoria and Albert Museum. Just behind the Ambassador is the bust of William III by Jan Blommendael. It has been lent from The Hague

To commemorate the tercentenary of the birth of William III the Arts Council and the Victoria and Albert Museum have jointly organised the William and Mary Exhibition. It is the first exhibition to be held since the Anglo-Netherlands Cultural Convention was signed, and it includes a selection from the much larger William and Mary Exhibition held recently at the Rijksmuseum. The Dutch Ambassador was introduced at the opening ceremony by Sir Leigh Ashton, who made the interesting point that although William III spent his life fighting Louis XIV, French influence in Dutch and English art during his life was always paramount. The great Gobelins tapestry behind the stage, where the inaugural speeches were made, depicted the French Army in action against the allies. Some of the major works of art from the exhibition are illustrated on the next page.

"IT IS THE FATE OF THE HOUSE OF ORANGE TO SUFFER FOR THE CAUSE OF THEIR PEOPLE": The Dutch Ambassador, Jonkheer Michiels van Verduynen, speaking at the inauguration of the William and Mary Exhibition in London

WILLIAM AND MARY EXHIBITION

A GREAT ARTISTIC AND HISTORICAL DISPLAY AT THE VICTORIA AND ALBERT MUSEUM

A SILVER ALTAR DISH EMBOSSED WITH A REPRESENTATION OF CHRIST WASHING THE DISCIPLES' FEET : This magnificent piece of plate was given to St. George's Chapel, Windsor, by Mary Stuart, mother of William III, and it is one of the many historical objects on view at the Exhibition of Art of the period of William and Mary, now being presented at the Victoria and Albert Museum. The exhibition commemorates the tercentenary of the birth of King William III

CERES IN OAK : This sculpture of the late seventeenth or early eighteenth century was given to the Victoria and Albert Museum by Dr. W. L. Hildburgh

AN ARMORIAL TAPESTRY WOVEN BY JEROME LE CLERC OF BRUSSELS : It has been lent to the William and Mary Exhibition at the Victoria and Albert Museum by the Barber Institute of Fine Arts, at Birmingham

CHAIR AND DAY-BED FROM PENSHURST PLACE, TONBRIDGE, THE HOME OF LORD DE L'ISLE AND DUDLEY : They are examples of English cabinet-making and upholstery of about the year 1685. Both chair and day-bed are covered with rose damask. The painting by Gerard Lairesse (1641-1711) is an allegorical representation of the signing of the Treaty of Breda, which brought an end to the second Anglo-Dutch war. Lairesse is said to have painted with great facility and completed one of his major works in a day

THE MORGAN TANKARD : This was presented to Captain Simon Janszen Hartevelt by Queen Mary II, as an expression of gratitude for his skill in seamanship which saved the life of King William III during his voyage to Holland in 1691. The one-gallon tankard, the work of George Garthorne, Carey Street silversmith, has been loaned by the Bank of England to the present exhibition

A MASTER MARINER OF HIS AGE : This portrait head of Admiral de Ruyter, by Rombout Verhulst (1624-1698) was loaned by the Rijksmuseum, Amsterdam, for the William and Mary Exhibition. Michiel Adri Aanszoon de Ruyter (1607-1676) went to sea in his eleventh year. After a few years as a merchant seaman, he entered the naval service, took part in three naval wars against England and in the war against Sweden. In 1673 he won the battles of Schooneveld and Kijkduin against the Franco-British Fleet. De Ruyter was fatally wounded on April 22, 1676 in an action against the French

AN EQUESTRIAN PORTRAIT OF WILLIAM III, WHOSE TERCENTENARY IS NOW BEING CELEBRATED : The portrait, attributed to Jan Wyck, has been lent to the exhibition by Jonkheer Groeninx van Zoelen of Slikkerveer. It depicts the King riding in full armour and flourishing his sceptre. A battle is in progress in the background, possibly the Battle of the Boyne. Jan Wyck distinguished himself as a painter of battles, sieges, processions and hunting parties. He was born at Harlem in about the year 1640 and he died at Mortlake, by the Thames, in 1702

PORTRAIT OF QUEEN MARY II : This three-quarter-length portrait by Sir Peter Lely was probably painted on the occasion of her marriage. It was subsequently presented, with the companion portrait of William III, by the sitters to Cornelis van Eck, Professor of Law at Utrecht. Queen Mary II was the eldest daughter of James II and Anne Hyde. She married William III in 1677, and came to England in 1689 to be crowned as joint sovereign. Queen Mary II was wholly devoted to her husband and for long periods played little part in public life, but she governed in William's absence in a time of crisis. Her death from smallpox caused widespread grief in England and Holland

A FIGURE OF WILLIAM III IN WHITE MARBLE : This sculpture, which is 31 ins. in height, is the work of Jan Blommendael, whose bust of William III is also included in the exhibition. Blommendael lived between 1650 and 1703, and was a contemporary of the sculptor John Nost

1. THE LILY BRIDE: Miss Jane Findlay leaving Claridge's before her wedding to the Earl of Westmorland at St. Margaret's, Westminster

2. GOLD BRAID AND TULLE: Two attendants at the Earl of Westmorland's wedding

3. A PRETENDER'S DAUGHTER: Princess Isabelle of Orleans, daughter of the Count of Paris

PEOPLE

SOME PERSONALITIES IN THE WORLD'S HEADLINES

1 and 2. THE WEDDING OF THE YEAR: Cool, serene and gently smiling, twenty-two-year-old Jane Findlay, of Naseby Hall, Northants, left Claridge's Hotel last week for her wedding at St. Margaret's, Westminster, to the twenty-six-year-old Earl of Westmorland. The Countess-to-be wore a wedding dress of finest pleated white chiffon. Her necklace was a lacework of diamonds and platinum. No. 2 picture shows the page, Anthony Ward, nephew of the bridegroom, who wore a replica of the mess uniform of the Royal Horse Guards, and the child bridesmaid Georgina Ward (niece of the bridegroom) who had a long white-pleated tulle frock with a headdress of stephanotis.

4. ROYAL ENGAGEMENT: Prince George of Denmark and his bride-to-be, Viscountess Anson, a niece of the Queen

5. STATIONERY ON THE MOVE! The Harrisons celebrate 200 years of progress at a Savoy Hotel gathering

6. TRAGIC CRUISE OF CAPTAIN EASTWOOD: Showing relatives the sloop in which he hoped to reach America

THE NEW SCOTTISH WOMEN'S GOLF CHAMPION: Mrs. A. M. Holm, of Troon, who triumphed in the final over Mrs. E. C. Beddows, of St. Rule. They played over the celebrated St. Andrews course

3. A BRIDE FOR PRINCE BAUDOUIN, DUKE OF BRABANT? Rumour has recently connected the name of Princess Isabelle of Orleans, eldest daughter of the Count of Paris, Pretender to the French throne, with the name of Prince Baudouin, eldest son of King Leopold III of the Belgians. This has been denied in official circles. The Princess, who was born in Brussels and has lived in Belgium, Brazil, Morocco, Spain and Portugal, is at present studying philosophy at a private school in the fashionable Paris quarter of Neuilly, where she has been awaiting the return to France of her father, only recently permitted by French law to reside in his homeland.

4. VISCOUNTESS ANSON AND PRINCE GEORGE: The engagement of Viscountess Anson, thirty-two-year-old niece of the Queen, to Prince George of Denmark, has been officially announced in London. Viscountess Anson was Miss Anne Bowes-Lyon, daughter of the Queen's brother, the Hon. John Bowes-Lyon, who died in 1930. In 1938 she married Viscount Anson of the Grenadier Guards, son of the Earl of Lichfield. The King and Queen attended their wedding at St. Margaret's, Westminster. The marriage was dissolved in 1948. There is a son and a daughter. Prince George is thirty years old, and is Danish Military Attaché in London. The wedding is expected to take place in Britain within a few months. Viscountess Anson is taking lessons in Danish.

5. SAVOY CELEBRATION: Messrs. Harrison and Sons, Ltd., started to print "High-class stationery for the Nobility" in 1750, and for 200 years they have been entrusted with Government work; they have printed the *London Gazette*, secret documents for the Foreign and War Offices, and never has a secret leaked from the staff to the outside world. Recently, at the Savoy Hotel, 150 guests sat down to celebrate the bicentenary of the firm. The waiters were dressed in the costumes of 1750, snuff was served with the tobacco, and a minstrel troop played music, old and new, during and after dinner. The youngest diner was R. T. H. Harrison, the great-great-great-great-grandson of the founder. He is seen on the left of this picture with Mr. M. F. G. Harrison, Mr. W. H. Taylor (Drummond's Bank) and Mr. B. T. Coulton.

6. TRAGEDY OF THE "RAFFEE": Before setting off from Hull in the 20-ft. gaff sloop *Raffee*, on a 3,375-mile lone voyage which he hoped would take him to New York, Captain Tom Eastwood, seventy-one, discussed the trip with some of his relatives. With him in this picture are his daughter-in-law, his grandson Clive, and his granddaughter. In his little boat, Captain Tom, a former Trinity House pilot, met fierce storms and last Saturday the sloop was found abandoned off the Kent coast.

7, 8 and 9. PROMOTION FOR THREE: Three widely different personalities from vastly different lands, but all engaged on the same task of top-level planning, were in the news last week. Milton Katz succeeds Averell Harriman as America's roving Ambassador, dealing with matters pertaining to Marshall Aid; General Ali Razmara, the Persian Chief of Staff, has been tipped as the probable Premier of Persia, charged with implementing the Shah's five-year plan; Sir Eric Coates, as new chairman of the Overseas Food Corporation, inherits from Sir Leslie Plummer the far from prosperous Groundnuts Plan which has come in for such criticism. Mr. Harriman now goes to a higher post, becoming the right-hand man of President Truman

7. PROMOTION FOR MILTON KATZ: He succeeds Averell Harriman in charge of Marshall Aid activities

8. TO BE NEXT PERSIAN PREMIER? General Ali Razmara, at present Chief of the General Staff

9. NEW GROUNDNUTS CHIEF: Sir Eric Coates, the new chairman of the Overseas Food Corporation

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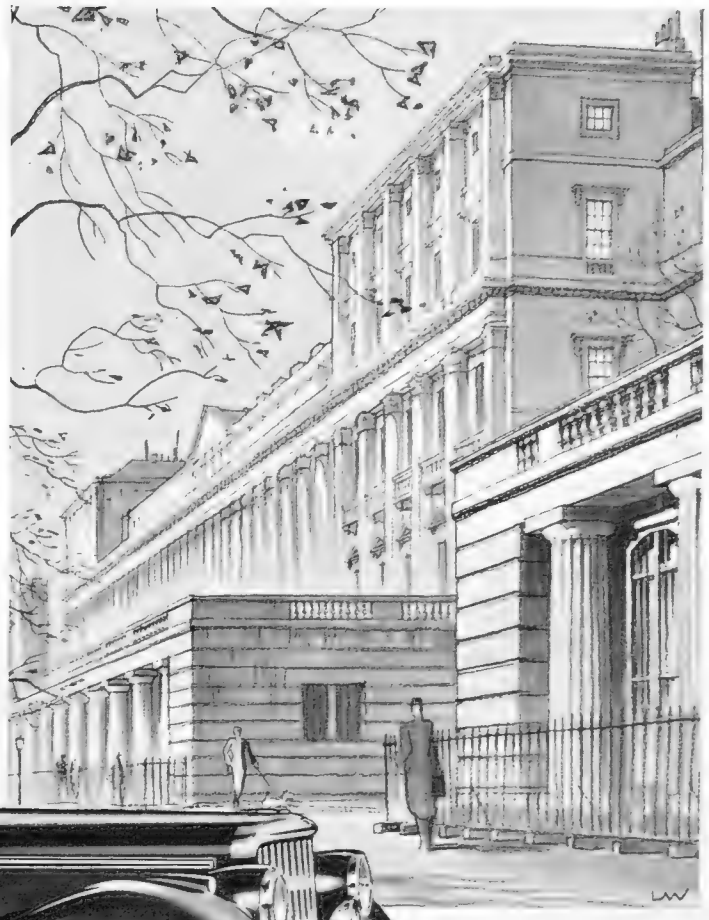

Carlton House Terrace by John Nash which originally extended to Regent's Park. Specially drawn by Lawrence Wright, A.R.I.B.A.

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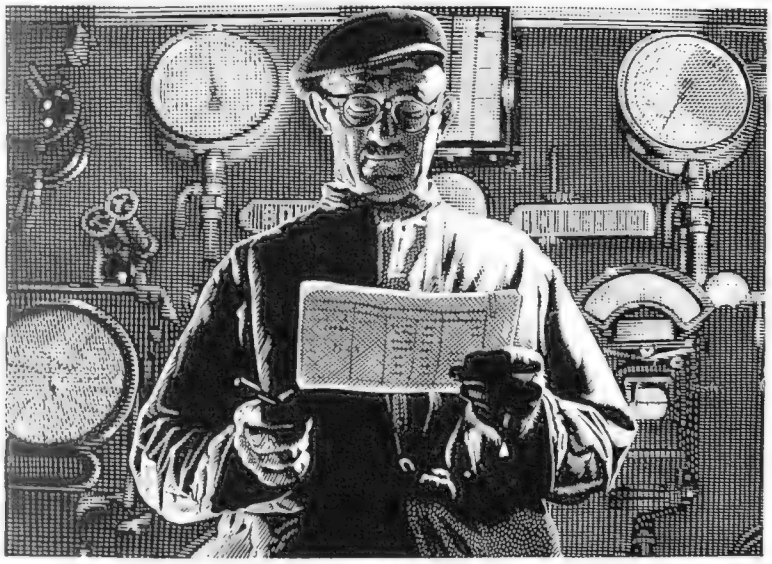

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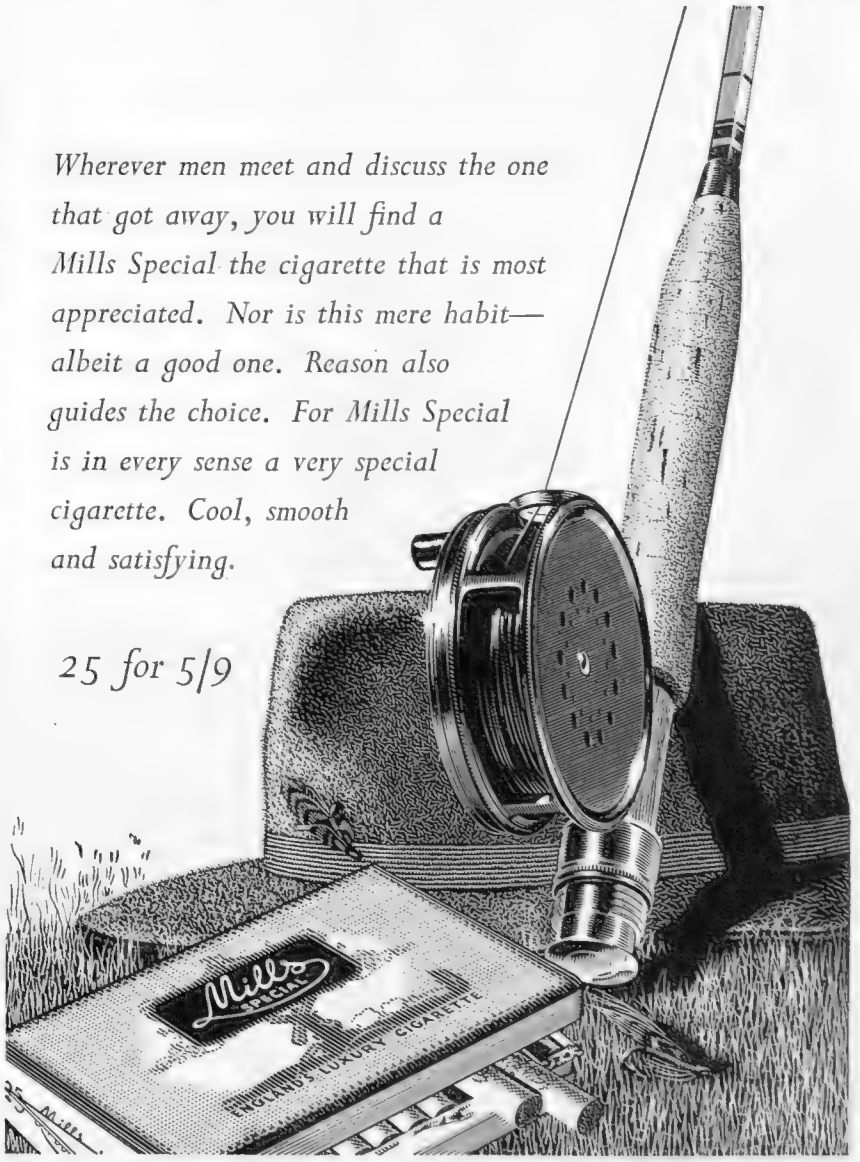

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The World of Books—By VERNON FANE

THEATRE FOLK BEHIND THE SCENES

The Autobiography of Cornelia Otis Skinner: Billie Burke Also Tells Her Story

A WITTY friend of mine once remarked that actors spoke louder than words and, having made this observation in an actors' club, has not been heard from since. Speaking, however, is not the only thing that actors, and actresses, can do with words. Some of them can arrange them in very pleasant sequences of their own and give us eminently readable, if very personal, books. This week I have read two such by beautiful actresses, and one *about* an actor, and I recommend all three of them to you for their vitality as well as for their interest.

First, there is Miss Cornelia Otis Skinner's autobiography, HAPPY FAMILY (Constable. 15s.), in which she tells not only some of her own story but a great deal of her parents', for which we can be duly grateful, because Otis Skinner was not only the great romantic actor of his day, but a most amusing and original man in private life. They were a devoted little family, and their mutual affection stood the tests of constant travelling and uprooting, of life in the intellectual shadow of Bryn Mawr or in the draught from the stage door. Miss Otis Skinner has a lively style, as we know from her performances as a *diseuse*, and she has certainly developed it since the days in Venice, when she wrote in her childish diary, of St. Mark's, that "If one really wanted to have it described to you, he would have to go there and see it with their own eyes," a sentence which has a kind of all-inclusive majesty of its own.

Miss Billie Burke's autobiography, in the compiling of which she was assisted by Mr. Cameron Shipp, is fun too, though it has its sober, and even its touching, moments. WITH A FEATHER ON MY NOSE (Peter Davies. 12s. 6d.) tells the story of an actress whom the younger generation know as a portrayer of delightfully scatter-brained women, but who, thirty or more years ago, was the toast of London as of New York. Over here Miss Burke, who was named after her father, a talented clown, appeared with Charles Hawtrey and with Edna May, and in New York she was for a long time under the magical Charles Frohman management, till Somerset Maugham introduced her to her future husband, Flo Ziegfeld. She has many excellent stories to tell of her fabulous life and of her star-dusted list of friends. Two of the best concern Frohman, who was unusually laconic, as Otis Skinner knew, too, but who knew the value of a word in season. When Mrs. Patrick Campbell once turned on him and reminded him coldly that she was an artist, "Mrs. Campbell," Frohman answered, "I'll keep your secret." And when rehearsing Billie Burke one day in a play, he suggested that she was not reading her lines correctly, to be met with the protest, "I know my lines, Mr. Frohman."—"I don't doubt that, Bill," C.F. said. "But you don't seem to know Pinero's."

KEAN (Reinhardt and Evans. 12s. 6d.) is a reprint of Mr. Giles Playfair's authoritative study of the great actor whose fame and downfall provide controversy to this day, and who is still commemorated in America, 100 years after his death, by a "fan club" named in his honour.

To leave actors for poets, there is Sir Herbert Grierson's book, MILTON AND WORDSWORTH—Poets and Prophets (Chatto and Windus. 12s. 6d.), which is also a reprint. This extremely scholarly work of criticism is intended as a study of the poets' reactions to political events, and offers an approach that will be new to most of us, and stimulating to some.

Mr. Vincent Sheean's LEAD KINDLY LIGHT (Cassell. 17s. 6d.) is acutely personal in tone, as so much of his writing is, and describes a journey made to India in order to talk to Mahatma Gandhi, and to listen to him. The journey was a spiritual as well as a physical one, and the author has chosen to write his long book as an account of both aspects of that journey, giving the practical details with his reporter's exactitude and eye for effect, and the moral and metaphysical developments with an equal attempt at exactitude, but with, unhappily, less lucidity.

KAKEMONO (Methuen. 12s. 6d.) is described as a sketch-book of post-war Japan, and it is a sketch-book in the literary sense, by Miss Honor Tracy, whose reports of Irish life I have often read with pleasure in a Sunday newspaper. Apparently, the lady brought the same zest to her discovery of Japan as she now does to her examination of Dublin, and the

THE COVENANTERS: John McDonald McCormick, J. J. Campbell, Robert Turpie and William Graham, four leaders of the Scottish Home Rule party, seen aboard the *Queen Mary* as they left for the United States to whip up support for an election fighting fund of £100,000. The party plans to appear in strength at the next General Election

result is a book that is often amusing, sometimes horrifying in its revelations, and always percipient and balanced. There are few countries about which I read with less eagerness than Japan, but Miss Tracy has a way with her, and since she has been there and wants to talk about it all, it is only fair, she tacitly implies, that you should have the good manners to listen. Incidentally, the good manners of the Japanese were among the things that struck the author most forcibly, since she found that they even persisted in an insane asylum. "Manners, which in Europe we might expect would be the first things to disappear, here evidently were the last, as if the grip of social decorum and discipline and hierarchy loosened only with death itself."

Ireland is the subject of the next book, and a particularly lovely part of it, at that. WHERE THE RIVER SHANNON FLOWS (Arthur Barker. 15s.) is fully illustrated by photographs, but even if it were not, Mr. Richard Hayward's persuasive prose would have evoked the scenes of this countryside for the reader; so gifted a guide is he to his native land. The first requirement in the writer of a book of this kind is an alert and enquiring mind, I suppose, but of almost equal importance is enthusiasm, and that Mr. Hayward has in generous measure. In explaining how this book came to be written and illustrated, he writes: "Our object was threefold: to make a travel picture of the River Shannon from its source to its mouth, to write a book of similar scope; and to enjoy ourselves. We enjoyed ourselves so much that the two other parts of our mission were accomplished almost without conscious effort." The best thing I can say about that is that the enjoyment has proved infectious.

Travel in a very different climate is Mr. David James's theme, for in THAT FROZEN LAND (Falcon Press. 12s. 6d.) he writes of a year that he spent in the Antarctic as a member of a team surveying the Falkland Islands Dependencies. His exploring was done under modern conditions, and most modern of all, he was appointed Antarctic Adviser to a film studio on his return to what we may call, for want of a better word, civilisation. Mr. James's book is written in simple, workmanlike language, without pretensions and without purple patches and all the more effective, of course, for that. Although he writes that the heroic age of Antarctic exploration is over, and that it is now no more uncomfortable than any other outdoor occupation, such as trawling or farming or game-keeping, I had the strong feeling that his "pretty ordinary bunch of people" still had elements of the heroic in them, not least of which was the instinct to minimise hardships.

One of the best of all detective stories is the one that we can all pursue on our own, and it is, too, we are told, the proper study of mankind. In other words, THE HUMAN SPECIES (Macgibbon and Kee. 18s.), as Mr. Anthony Barnett very reasonably entitles his book on the biology of man. This is intended for the general reader, and is illustrated both by photographs which are specially interesting, as they show hereditary colour and characteristics, and diagrams which help the layman to understand such mysteries as the Mendelian theory and the statistics of population and disease.

In the years between the wars, the late Catherine Carswell was a well-known personality in literary London. She will best be remembered for a study of D. H. Lawrence, *The Savage Pilgrimage*, and for her life of Robert Burns, both of which publications raised storms, for various reasons.

LYING AWAKE (Secker and Warburg. 15s.) is her unfinished autobiography, together with some fragmentary jottings upon people, events and other things which interested her; some poems and a selection from letters ranging over twenty years. The book has been edited by her son, Mr. John Carswell, who contributes a sympathetic and revealing introduction.

Miss Mona Wilson's biography, SIR PHILIP SIDNEY (Hart-Davis. 18s.), first published nearly twenty years ago, is a welcome reprint, since it comes more nearly to explaining the legend of this great Englishman than any book that has been written on his subject. Miss Wilson has given scrupulously a narrative of Sidney's life "without recourse to invention," and that narrative, together with quotations from his own vivid poetry, and extracts from his own letters, show more finally and definitely than any literary speculation the kind of man that he was, and the basis for the legend

STENDHAL

A GREAT NOVELIST AND AN EXTRAORDINARY MAN

Henri Marie Beyle (1783-1842), better known by the *nom de plume* of Stendhal, is in many ways regarded as the creator of the modern novel of psychological analysis which Bourget and d'Annunzio did so much to popularise. In his native France Stendhal's works have enjoyed a considerable vogue since the '60's of the last century, notably his novel *La Chartreuse de Parme*, with its account of the Battle of Waterloo based in large measure on the author's personal experiences with the Napoleonic Armies in the earlier Marengo and Moscow campaigns. England, however, has given him no such attention.

In writing the first volume in "The European Novelists" Series, a companion to the already successful "English Novelists" Series, Howard Clewes has produced a short but incisive commentary on STENDHAL (Arthur Barker. 7s. 6d.), which should serve to introduce this brilliant, if sometimes satanic, personality to a wider circle. Mr. Clewes lays much stress on Stendhal's unhappy childhood and sombre youth under the tutelage of a priest who succeeded in inspiring him with a lasting hatred of clericalism. He grew up to be a man of fanatical, if slightly distorted integrity, to whom any form of humbug was anathema, a man of deep kindliness, ironic humour and wit, who wrote, in the words of Balzac, "as a bird sings." Stendhal ranged far and wide in the realm of ideas, ever acute in his analysis of the motives of his characters, but we are forced to the conclusion that his atheism was an attitude rather than a conviction and to regret that, in laying bare the emotions of the human heart, he would not admit of any but human influence in human affairs. In his admirable volume Mr. Clewes has revealed a great novelist and a truly extraordinary man.

LITERARY LAUNCHING: Hermon Ould, Secretary of the P.E.N. Club, and novelist Pamela Hansford-Johnson at a cocktail party given by Arthur Barker to mark the publication of Howard Clewes' new book on Stendhal

Martin Armstrong contributes the latest volume in "The English Novelists" Series, a commentary on GEORGE BORROW (Arthur Barker. 6s.). First and foremost he acts as a guide to the contradictions and peculiarities revealed by the author in his four books. Borrow, says Mr. Armstrong, provided a fascinating case, "which only a trained psycho-analyst could fully unravel."

Two years before Sir John Moore began his retreat to Corunna and a year after Napoleon had triumphed at Austerlitz, the Gentlemen were playing the Players at cricket, and year in, year out, save when wars have inconveniently interfered with the cricket programme, they have been doing so ever since. Sir Pelham Warner, who has played in a full share of these encounters, appearing with C. B. Fry, Ranjitsinghi, A. C. Maclaren, and other giants of the game in the early years of the present century, has compiled a 500-page history entitled GENTLEMEN V. PLAYERS, 1806-1949 (Harrap. 21s.). It is a match-by-match account, with scores and averages to please the most exacting statistician. Sir Pelham's industry will assuredly give pleasure to a host of cricket-lovers.

The number of books on art subjects published since the war has been quite extraordinary; so also has been their standard. In this realm of publishing, pot-boilers are few and far between, and the emphasis is on instruction to meet the needs of a generation that really wants to learn. Typical of this trend is Allan Gwynne-Jones's PORTRAIT PAINTERS (Phœnix House. 32s. 6d.), a survey of European portraiture to the end of the nineteenth century and British portraiture to the present day. Over 160 half-tone illustrations, many of them full pages, adorn the text, and the printing, binding and general reproduction indeed combine to make this a work of art. Another volume for the art-lover is June Rose's THE DRAWINGS OF JOHN LEECH (Art and Technics. 8s. 6d.), a new addition to the English Masters of Black and White Series. Needless to say, Leech's hunting drawings, which added so much to the Jorrocks series, have a prominent place in this volume. Eric Newton, whose *Introduction to European Painting* won him new recognition, is the author of THE MEANING OF BEAUTY (Longmans Green and Co. 15s.), a series of definitions so neatly knit together that the whole bears the stamp of the skilled essayist.

OXFORD AND CAMBRIDGE IN PICTURES (Phœnix House. 25s.) is a pictorial guide to the two Universities, with photographs by E. W. Tattersall and text by R. G. Burnett. Visitors to England and holiday-makers in general will welcome the new edition of THE BLUE GUIDE TO ENGLAND (Ernest Benn. 21s.). The guide has been brought up to date and, as ever, contains much information to smooth the traveller's way.

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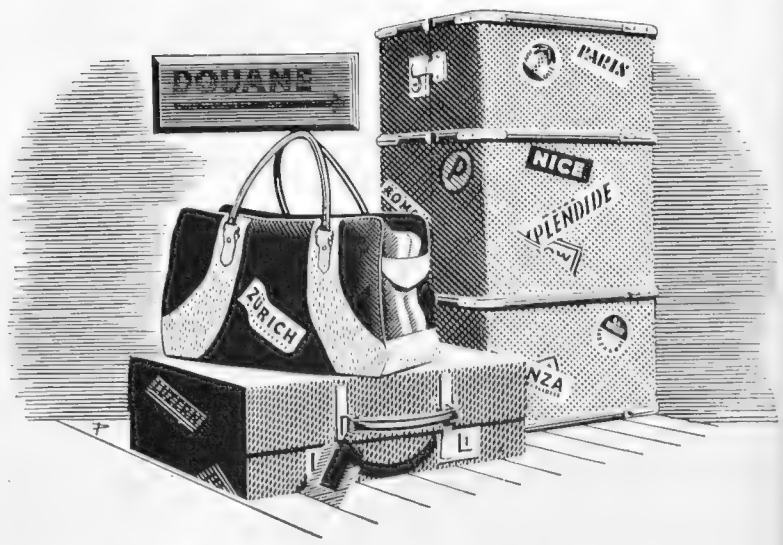

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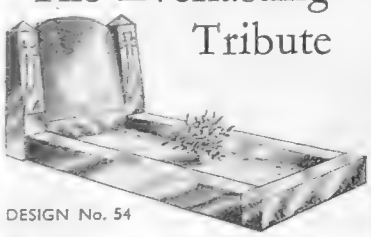

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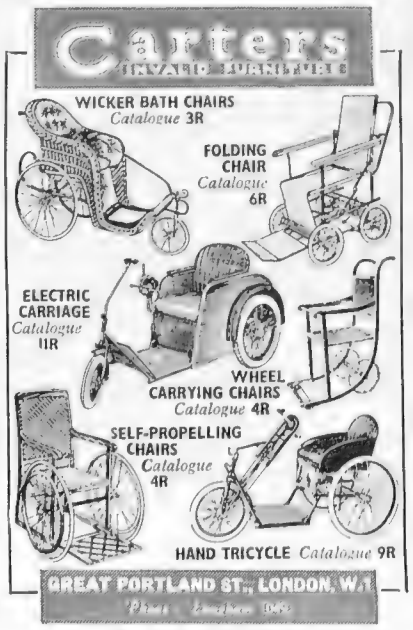

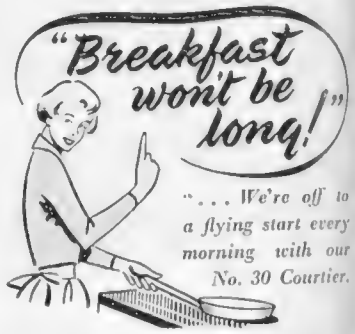

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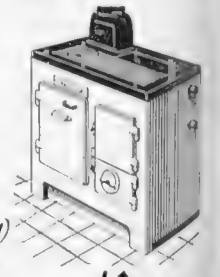

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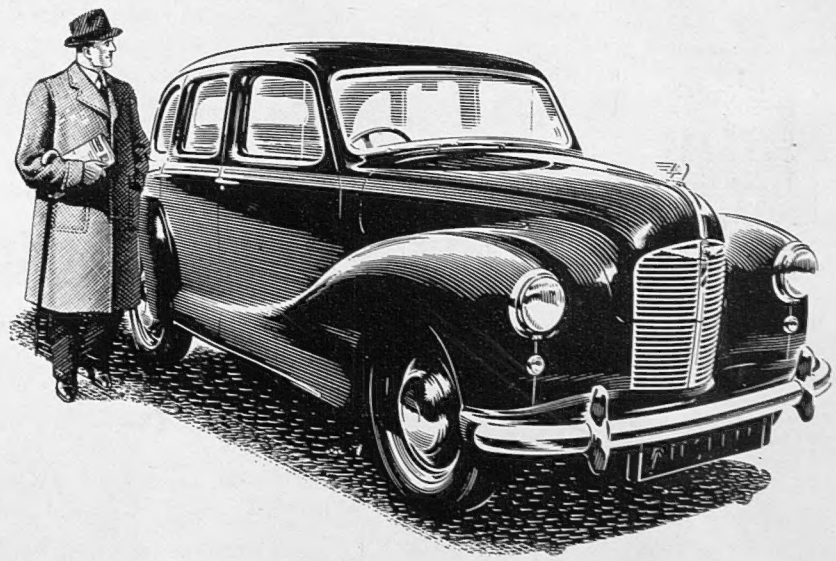

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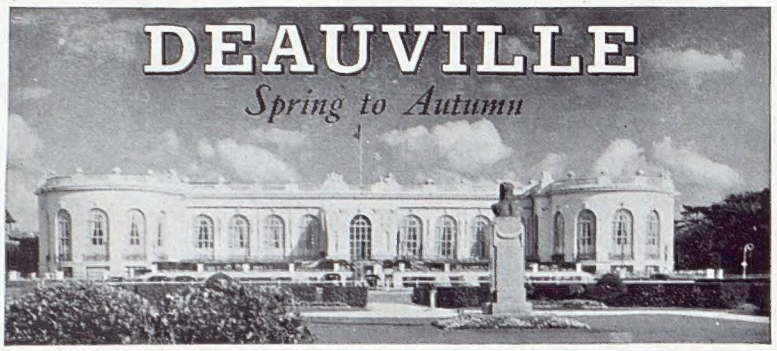

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